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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 91, No. 5 SEPTEMBER, 1972 75¢ CENTS

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Editor

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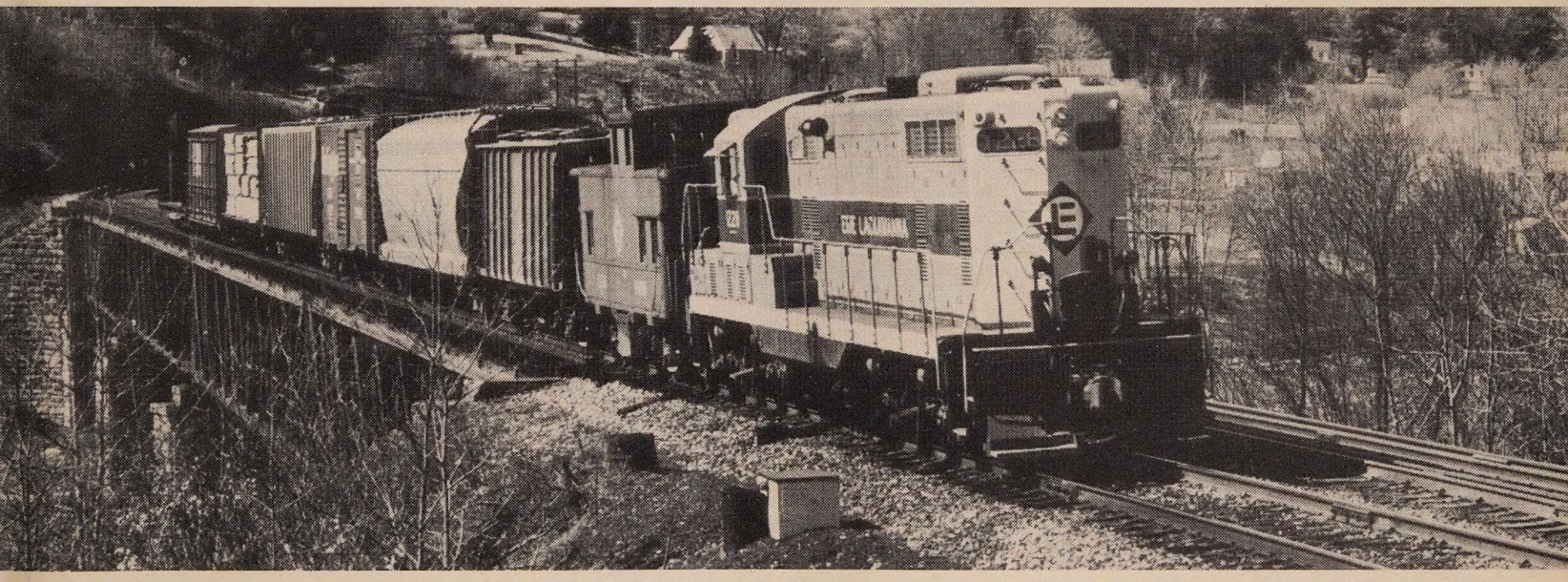

A brilliant winter's sun shines on this Erie Lackawanna local crossing Delaware River into Sparrowbush, N.Y., on Mill Rift bridge in February, 1972. Sun hardly shines on fortunes of road, as bankruptcy proceedings were filed by the line in late June; falling behind in revenue during the first and second quarter, the rainstorm Agnes was the final gasp.
John Taibi, 1465 Manatuck Blvd., Bay Shore, N.Y. 11706

HENRY STEEGER, *Publisher*
BILL BALGLEY, *Advertising Manager*
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THE MAIL CAR

where editors and readers meet

OUR cover shot of steam operation in Guatemala was made last March 15th by Gary C. Allen, 215½ E. Palmer Ave., Glendale, Calif., to illustrate his feature article on page 18. It shows the mixed train from Zacapa to the El Salvador border and is Gary's third *Railroad* cover this year, the others being on our January and May issues. An additional color-photo of his, showing Southern Pacific train No. 2 about to leave Los Angeles Union Station, adorns the recent May cover of the *Railway Clerk*. ●

CAJON PASS is no longer as photogenic as was shown in the steam and diesel shots in the 14-page picture-story of this pass in our May '72 issue. Railfans may shed a tear, but Santa Fe customers and operating people will cheer. A $4.3-million line-relocation now under way is changing the profile of the Cajon Pass crossing in southern California and will give the railway Santa Fe a more level and less curving route.

The change, to be completed Oct. 1, will involve a movement of the more than one million cubic yards of earth and significant reductions in the present 3 percent grade and 10-degree curvature of the line between Barstow and San Bernardino which was opened in 1885. The Griffith Co. of Los Angeles holds the contract for grading work; Santa Fe forces are laying the track and installing new signal and communications lines. ●

CIRCUS TRAIN. If you live on a circus train, as Cathy and Chris Bricker do, home is a compact, pull down, six-foot by seven-foot apartment, Marilyn Hoffman writes in *The Christian Science Monitor*. The Brickers have been with the Ringling Bros. and Barnum & Bailey circus for only a few months. He is a clown. She is a showgirl. But already they have adapted to a mobile existence that they find both pleasing and promising. They pay $10 a week each for the privilege of sharing space with about 200 of their fellow workers on the cars of the once-famous *20th Century Limited* that now form the circus train.

Like most performers who are part of this giant traveling family, they enquire with a shrug of the shoulders, "Who needs more room?" They have mastered the art of reduced-scale living and don't mind shifting, juggling, and making-do. They enjoy pulling down two Pullman-type bunk beds each night and cooking chiefly with an electric skillet and a blender.

Since their luxuries must come in small packages, their tiny refrigerator is stuck beneath a Lilliputian sink. Their television is miniature and their hi-fi set the smallest made. They really don't mind keeping worldly possessions pared down to a minimum and buying only wash-and-wear clothes that can be popped into laundromats in numerous cities.

"Of course, this isn't the life for everybody," Cathy admits, "but if you love your work, what does it matter?" ●

COMMENTARY. Your color-shot of *The Canadian* (July) is your all-time best cover. I have framed it. Ten years ago my wife and I rode this train from Vancouver to Winnipeg; your cover revived memories.—Ken Bower (Capt., U.S.A., ret.), 6647 Old Colony Rd., Fairview, Pa. 16415. (*Ed. note:* Next month's cover will be a superb head-end view of the same train, also made by Nicholas Morant, who will be the month's *Interesting Railfan.*)

Your fiction is as valuable and interesting as ever, but you need more technical articles, especially on steam power. Girls are fine as ornaments to pictures whose main theme has to do with the rail hobby. They are God's creatures. In Boston, Detroit, North Dakota, Connecticut, etc., I've done my best to promote my favorite magazine, *Railroad*, by seeing that news-stands carry it.—Rev. Fr. Germanos Stavropoulos. Assumption Greek Orthodox Church, 9 Farview Ave., Danbury, Conn. 06810.

Have been reading *Railroad* from cover to cover since 1930. I like its new look. Pictures are clear and good. The girls in the pix are great; they add a little extra to your magazine.—Bernard Langner, 5 Grandview Terrace, Adams, Mass. 01220.

Spearman's *Yellow Mail Story* is one of the best fiction pieces I have ever read in *Railroad*. Let's have more of his work.—T. O. Laube, 13 Yorktown Rd., East Brunswick, N.J. 08818.

A friend of mine (John D. Heron, 7210 E. 10th St., Indianapolis, Ind. 46219), employed by Penn Central, was forced to retire too early in life, at age 51 in 1969, because he had lost his sight from an occupational disease called "pigeon fever." He wants to hear from anyone who knows of a somewhat similar case filed against PC or any other railroad and resulting in a sizeable settlement.—John W. Rife, 406 Scott Dr., Lancaster, Ohio 43130.

Give more coverage to early diesels, especially E and F units from EMD. How many are still active and where can I find them? I enjoy your *Photographs of the Month* section so much that I'd like to see it expanded. Count me in favor of rail-girl pix. Of all those I have seen, not one is in bad taste.—Allen L. Cox, P.O. Box 163, Ft. Walton Beach, Fla. 32548.

Answering Bert Pennypacker's query in July issue about locomotives with road numbers ending in fractions, I never saw one; but the book entitled *The Interurban Era* has a picture of a Denver & Intermountain narrow-gage interurban car numbered .03.—Charles W. Geerz, 483 Rhodes Lane, West Hempstead, N.Y. 11552.

Re. Jim Seacrest's query on "six E unit" trains: I once saw an eight-car passenger train pulled by five E units, a lot of power. The train was SCL's northbound *Silver Star* at Hollywood, Fla., in November, 1970.

As for Elliott Kahn's query on good places for picture-taking: my favorite place is the Nolichucky River gorge at the Tennessee-North Carolina line on the Clinchfield Railroad. It is accessible only by rail and by foot, a few miles southeast of Erwin, Tenn. You can drive to the tiny village of Unaka Springs, Tenn., which is about 2½ miles from the North Carolina state line. Then you start walking down the track into the gorge. I have walked as far as six miles. The scenery is fantastic, the air clear and pure, the only sound is the roar of the river, and last but not least, several trains run through the gorge in daylight hours.—Wm. T. Morgan, Box 863, Fort Myers, Fla. 33902.

I was saddened to note at the Penn Central auction in Philadelphia in March the number of items which individuals proud of the Pennsylvania Railroad's heritage had contributed to that road over the years. To me, the sale of such items constitutes a breach of faith. However, based on the attitude of the railroad industry today, you would have to be naive indeed to expect this industry to respect its past or keep faith with the public in such matters. When you compare what we see in the U.S. today with the pride shown by British Railways in both their past and present operations, you don't

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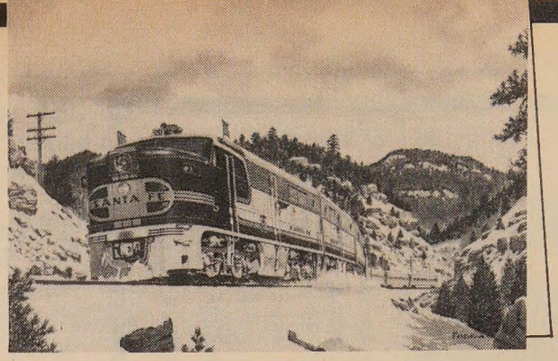
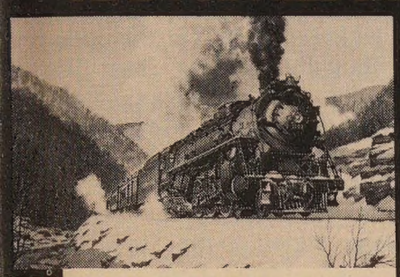
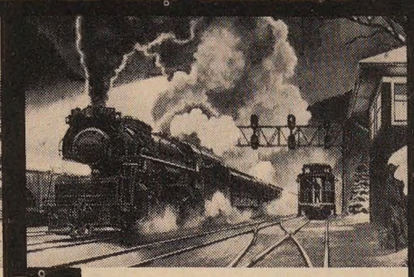


T611 Here Comes the Chief!—Christmas Greetings and Best Wishes for all the Year—**Santa Fe Chief on Glorieta Pass**

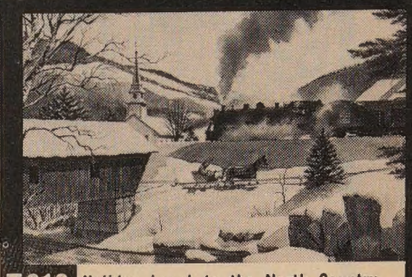


T612 The Lackawanna Rolls East—With every Good Wish for Christmas and the New Year—**Hudson type locomotive out of Scranton**



T406 Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine**

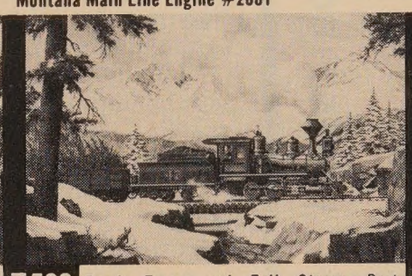
T728 A Whistle and a Wave—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Engine #2681**



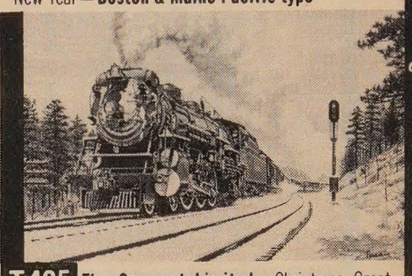
T610 Holiday Local to the North Country—Peace and Goodwill at Christmas and through all the New Year—**Boston & Maine Pacific type**

T100 Station Stop for the B & O—May you and yours this Christmas day be blessed, etc.—**Baltimore & Ohio Pacific type**

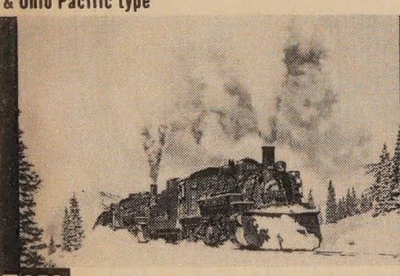
T800 Christmas Morning Run—May the meaning of the Season be deeper as Christmas comes, etc.—**SP Overland Limited**



T509 Fresh Trees and Full Steam—Best Wishes at Christmas and through the New Year—**"Mogul" narrow gauge**

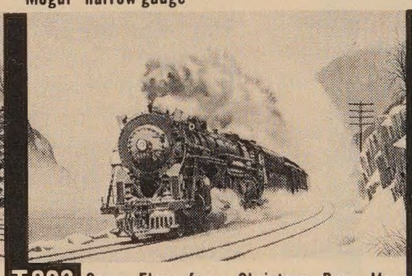


T405 The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**



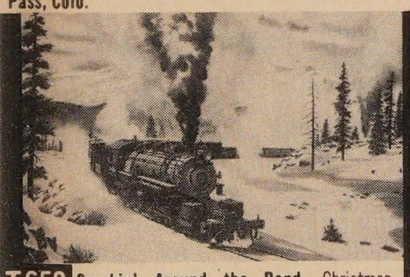
T852 Frosted Steam—Merry Christmas and a Happy New Year—**Trio of K-36, 3 footers, Cumbres Pass, Colo.**

T954 Running Late and Running Fast—May you and yours this Christmas day be blessed, etc.—**K4 Broadway Limited**

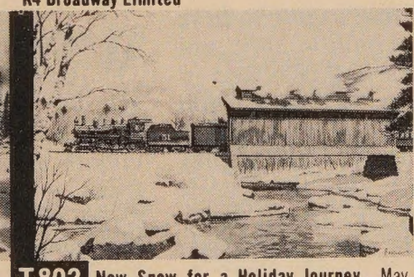


T803 Green Flags for a Christmas Run—May the meaning of the Season be deeper, etc.—**The 20th Century Limited**

T408 Donner Pass on Christmas Day—Peace and Goodwill at Christmas and all the Year—**Southern Pacific diesel in the Sierras**



T650 Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**



T802 New Snow for a Holiday Journey—May the Peace and Hapiness of the Christmas Season, etc.—**1900 New England Local**

T925 Night Run in the Rockies—May the Spirit of Christmas be with you...through the Year—**Rio Grande 3617 Mallet**

T407 The Olympian Hiawatha—May there come to you this holiday...Health, Happiness, etc.—**Milwaukee Road's GE Electric**

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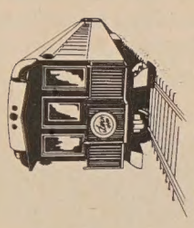

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feel very happy about it.—Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940.

Penn Central's Adirondack Division may be abandoned soon. On its last trip in March the peddler freight took two weeks to make the round trip! Who wants to patronize such service? I wish someone would write the story of this division before it is gone.—L. A. Wood, spare board agent, P.O.D. 97, Paul Smiths, N.Y. 12970.

Lunch is served a half-mile apart for the crew of a freight train that makes its run in Nebraska to Nebraska City. When lunchtime comes the engineer and the head brakeman of Burlington Northern's local freight train No. 836 find themselves across the parking lot from Dumplings Restaurant. A half-mile back, at the rear of the 70-car freight, the conductor and rear brakeman leave the caboose and walk to the nearby Johnson Cafe.

"You just can't beat the convenience," says conductor William Smith.

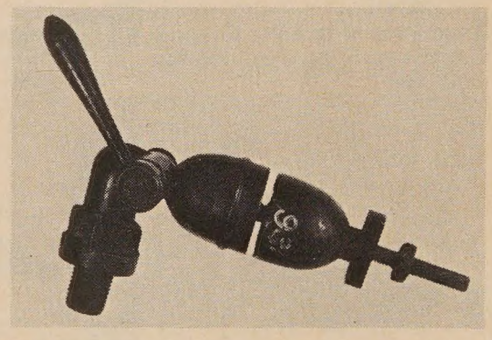
As a Burlington Northern operator for the past three years, I learn as much as I can about railroading, and your magazine helps a lot. I like your blend of past and present information. Your fiction stories are gems. I also read *Modern Railroads, Trains,* and *Railway Age,* but none of these give me the pleasure I find in *Railroad Magazine.* I have been chided for my interest in the past history of railroading while claiming to be somewhat of a revolutionary like John Kneiling. However, people must know where they have been in order to realize where they are going.—Terry L. Aspinwall, 305 S. Bluff Ave., LaGrange, Ill. 60525. ●

JOHN BULL, the first engine to have a cowcatcher, was built in 1831, not in the 1820's as Mike Eagleson said in his article on the Penn Central auction (July issue). This machine is not standing with three original and one replica driving wheels. The original wheels proved unsatisfactory and after a year's service were replaced with iron wheel centers.

Old cast-iron wheels are now on the engine. Somehow two of the original wheel centers survived (minus their tires). One came to the Smithsonian Institution in 1894. The Pennsylvania Railroad kept the other, which as we know, ended up at the auction. *John Bull*'s history is recorded in *American Locomotives: 1830-1880.*

Mike didn't mention that the Smithsonian acquired what is listed as the *John Bull*'s original whistle. The most ancient whistle I have ever seen, it agrees with old engravings of the engine in the 1835-'40 period. One piece of evidence which may have escaped most visitors to the auction was No. 931 painted on one side of the whistle bell. This jibes with the PRR catalog issued for the Columbian Exposition in 1893, which lists item 931 as "old whistle from locomotive *John Bull* contributed by Wm. J. Latta." I suppose the whistle dates 1835-'40. (Adrian Stephens reportedly made the first steam whistle in England in 1832 or '33.)

Our collection has two other "original" *John Bull* whistles. One on the locomotive is thought to date from the 1893 renovation. L. Madden of Rahway, N.J., gave the other to our museum in 1958, but we have only his word on its authenticity. Another correction to Mike's article concerns the Norris builder's plate, which came from the Lancaster, Pa., (not Philadelphia) works and is clearly inscribed as such. Hence it must be credited to E. S. (not William) Norris. It dates from 1867. The buyer identified it as being from Pennsy locomotive No. 407.—John H. White, Jr., Curator, Division of Transportation, Smithsonian Institution, Washington, D.C. 20560. ●



Whistle from the old *John Bull* is displayed in Smithsonian Institution.
Smithsonian Institution photo

WHEN the *John Bull* was pulling trains past Bordentown, N.J., long ago over the old Camden & Amboy, its fireman was a grandfather-to-be of then-unborn Edward S. Sholl, who is now living in Bordentown at 347 Willow Street and running a plumbing and electric supply house in that city. Many years later, when a crack New York-Atlantic City express—named the *Nellie Bly* for a pert globe-trotting journalist—roared by Bordentown at high speed, the man at the throttle was Edward's father, who tooted his whistle twice on each run to greet his family.

Meanwhile, when the Pennsy took over the C&A, it erected a granite and bronze bas-relief monument to the memory of the *John Bull.* This depicted the primitive old four-wheeler hauling two four-wheeled passenger coaches, with a history of the C&A and its first engine in raised letters. Added to this

was a ton or so of the original rails. Thus it came to pass that Edward Sholl became one of the very few men on earth with a railroad monument in his yard. It happened because vandals stole the rails, presumably to sell for scrap iron, and the bankrupt Penn Central had more important losses than those rails to worry about.

Sholl showed such interest in the bereft monument that the PC gave it to him. Thereupon the man with railroading blood in his veins used his artistic skill to sculpture a likeness of the *John Bull* and then set to work on a companion model of the *Nellie Bly*. Both will be offered for display to the U.S. Bicentennial that may be observed in Philadelphia in 1976. Although neither train was running or even contemplated at the time of the Revolutionary War, Sholl points out that both had a lot to do with the nation's growth and development in later years. ●

NEWSCAST. Penn Central, the bankrupt giant, is still making headlines. The U.S. Supreme Court refuses to hear appeals in two cases involving PC, rejecting both without comment. One is a joint petition from the states of New York and New Jersey for a review of a temporary deferment granted to the rail system on payment of $34.6 million in taxes due to agencies in 34 states and the District of Columbia. The other is an application from a group of small bondholders to intervene in the road's efforts to reorganize.

Not satisfied with abandoning passenger stations, some roads are doing the same with freight depots. For example, the Central Vermont is closing two in Connecticut, at Norwich and Montville, and installing a new computer-based freight system to take care of the business. The state Public Utilities Commission has ordered that the two buildings be maintained so as not to become eyesores.

ICC has authorized the Lehigh Valley to take over all operations in Pennsylvania of the bankrupt Jersey Central. Since the LV is a subsidiary of the bankrupt Penn Central, it is almost like "the blind leading the blind."

Former railmen turned policemen are helping cut cargo pilferage from trains in Detroit, Mich. Teams of such police in plain clothes distribute themselves in boxcars, in cabooses, and along the tracks waiting for looters to assault the cars. The officers then swoop down on the thieves. Recently a gang of 30 looters attacked a Penn Central freight in broad daylight, only to have 13 apprehended by the policemen.

Colorado Rail Annual Number Ten

Narrow Gauge to Central and Silver Plume:

The Clear Creek Line in Story and Photo

Narrow Gauge to Central and Silver Plume, by Cornelius W. Hauck, is the history of the first narrow gauge line to push west into the Colorado Rockies. Begun just 100 years ago, in 1872, as the Colorado Central, it formed a part of the Union Pacific, Denver & Gulf Ry. which became today's Colorado & Southern. Originally built to serve the booming mining camps of Gilpin and Clear Creek counties, tourists later flocked to ride over its famed Georgetown Loop. The full story is told in this big 220-page book, with over 300 photos, maps and illustrations, including four full color painting reproductions. A publication of the Colorado Railroad Museum, and the tenth in our Colorado Rail Annual series.

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Colorado Railroad Museum

Dept. 224, P.O. Box 641, Golden, Colo. 80401

Union Pacific is investing $34.4 million in rail renewal and track maintenance work this year. Some 251.25 miles of mainline steel are being replaced with 135-pound continuous welded rail at a cost of $17.8 million to cut the expense of maintenance for both tracks and rolling stock and to speed up freight operations. At the same time, 162.24 miles of branchline and sidetrack steel are being relaid with second-hand rail of lighter weight.

Norfolk & Western executives, secretaries, engineers etc., chipped in to pick up thousands of tons of debris along the railroad's 14-state, 8,000 mile system during a massive "operation cleanup." Led by the president, John P. Fishwick, hundreds of volunteers scoured the right-of-way, office buildings, terminals, and shops to collect junk ranging from shopping carts to old automobile bodies. In Roanoke, Va., where N&W's headquarters is located, 25 tons of litter were salvaged from two general offices buildings in addition to 300 tons from the terminal and 425 tons from the shops.

For $500,000 you could buy *Cobble Court*, the house of Stuart T. Saunders at 40 W. Ardmore Ave., Ardmore, Pa., with almost 11 acres of land, 13 bedrooms, a wine cellar, a five-car garage, and a swimming pool, now up for sale, reports Lu Cummings, identifying Saunders as "former bossman of the once-mighty Penn Central empire."

Railroads were alone among all modes in contributing fewer fatalities to the total of transportation accident deaths in 1971, compared with 1970, according to the National Transportation Safety Board. While total fatalities increased 421 over 1970 to 59,215, railroad deaths were down 14% to 607 in 1971 and grade crossing fatalities dropped 6% to 1,356. Highway, commercial marine, recreational boating, commercial aviation, general aviation, and even pipelines all showed some increase.

The Industrial Trailer on Flat Car Association (ITOFCA) marked another milestone in its 13-year history on May 31st as it forwarded its 500,000th trailer. The shipment was put aboard a Santa Fe train at Corwith Yard in Chicago.

A new device has been designed to stop rail car pilferage. The device. which attaches onto the door rail thus preventing unauthorized entry, is called the Boxcar Pilferage Protector. It is low cost (less than $1 in quantities of 1,000), is made of strong, lightweight aluminum, and is fracture- and impact-proof.

New York State has 4,300 railroad grade crossings, where tracks cross public roads, and more than half of them, some 2,400, have neither automatic gates nor electric warning lights. The state and the railroads are embarked on a program to install more of these signals. but at the present rate—30 a year—it would take 80 years to complete the work. ●

OVERSEAS. British Rail lost the equivalent of $40 million last year, with the dreary prospect that deficits will continue to mount at least into 1973. This announcement by the British Railways Board blames the losses on "outside influences, largely the economic downfall of 1971." The principal impact of the recession was a sharp decline in shipments of steel and coal, representing 45 percent of the nationalized system's freight receipts.

Latest figures for various European countries show that in annual percentage of national merchandise tonnage transported by rail, France ranks first with 46.3 percent, compared to West Germany's 43.1 percent, Sweden's 39.2 percent, Finland's 31.7 percent, Belgium's 29.2 percent, Great Britain's 25 percent, Italy's 23.6 percent. and The Netherlands, 7.7 percent.

Of all merchandise shipped within France last year, only 38 percent was carried by trucks on the roads (the remainder, besides by rail, going by pipeline and inland waterways). This compares to Italy's 76.4 percent by highway, Britain's 74.9 percent, The Netherlands, 54.3 percent, Sweden's 53.7 percent, and Finland's 52.8 percent. Belgium's 43.5 percent is just under France's. West Germany's is 37.4 percent.

More than 400 British steam fans recently toured West Germany, inspecting railway installations. Germanrail's Universal-type sleeping cars have just been equipped with hot and cold shower facilities. (*Ed. note:* The only shower I ever had aboard a train was in the business car of the late I. B. Tigrett, GM&O president, as his guest en route from Jackson, Tenn., to New Orleans in 1946.)

Instead of razing or selling their passenger depots as some American roads are doing, Belgium railroads in the past 25 years have rebuilt 53 stations and will rebuild or modernize 28 more this year and in 1973 to serve the traveling public. Part of the continuing program of modernization is to ensure adequate parking space nearby and bus stops as close as possible to the station door.

The informality of British passenger trains is pleasing. For example, John Clark, 34-year-old trainman, sings bits of opera as he walks down the aisle collecting tickets on the early morning Huddersfield-to-Manchester run. Quoth he: "The passengers seem to like it and say it makes the journey pass more quickly." A woman rider comments: "I never expected to get opera for the price of my train fare. He really has a good voice."

A diesel which had pulled a trainload of 300 English school children on an excursion to the railway museum at York broke down on the return trip to Crewe and had to be replaced. But the driver who took over the controls at Derby was not familiar with the new locomotive. His inexperience delayed the train an hour until someone could be found to show him how to run it, reports J. Rowson of Don Mills, Ont. Canada. ●

STEAM. Thanks for the steam articles on India and France in your July magazine and for reprinting David P. Morgan's "Good-Looking Steam Locomotives" in June. Obviously your finger is on the interest-pulse of many new subscribers, like myself, who are hungry for steam features.—Charles R. Kilbourne, 14038 Willoughby Rd., Upper Marlboro, Md. 20870.

The best-looking steamers were the Berkshires of the NKP and Pere Marquette and the Pennsy's K4s.—Eric Porch, (age 18), 251 Richland Ave., Mansfield, Ohio. 44903.

Chesapeake & Ohio's T1 class 3000's were the handsomest freight-haulers ever built. These wonderful, tireless beauties did yeoman service hauling 160-car coal trains into Toledo, Ohio. Anyone who heard their haunting, deep, single-toned whistle without a shiver up his spine just wasn't human. New York Central's magnificent L2 class 2800's and 2900's were the best the Central ever owned. I fired most of them in the ten years I spent on various divisions of this road. Good steaming, good riding. The voice of the stack while running at speed spoke a special language.—J. O. Howard, 3670 Schirtzinger Rd., Columbus, Ohio 43220.

As I see it, good-looking locos are not the later ones, streamlined with the functional parts concealed, but the earlier types with their pipes, pumps, valves, etc., plainly visible, for the same reason that you wouldn't wrap a pretty girl in a burlap bag and then admire the bag.—David Kingslake, 146 W. Mt. Kirk Ave., Norristown, Pa.

I admired the Southern's green-and-gold Pacifics as they struggled through New Albany, Ind., en route to Edwardsville hill, a 2.8 percent grade. I also enthused over the B&O's sleek 5200 class Pacifics pulling name limiteds, but my vote for favorite steam engine goes to Canadian National's 6218 because I once rode in her cab.—Irvin Walker, 5702 Kennedy Terrace, Gary, Ind.

Having lived in a predominantly steam area of France for a year a half, I really enjoyed Madeleine de Sinety's steam photos in your April, June, and July issues. Let's have more of them.—Joe McMillan, 683 Beach Dr., Needles, Calif. 92363.

I'll go along with your enthusiasm for Madeleine de Sinety's views of French steam locos, but as a Canadian Pacific engineer I still prefer North American type cabs. Reading Lyndon C. Roach's letter on turntables in June *Railroad* recalls the way we used to line up engines on the turntable in the 1920's. Sometimes we'd back her out of the roundhouse with just enough to start her but not enough to run the air pumps. So, to spot the engine on the

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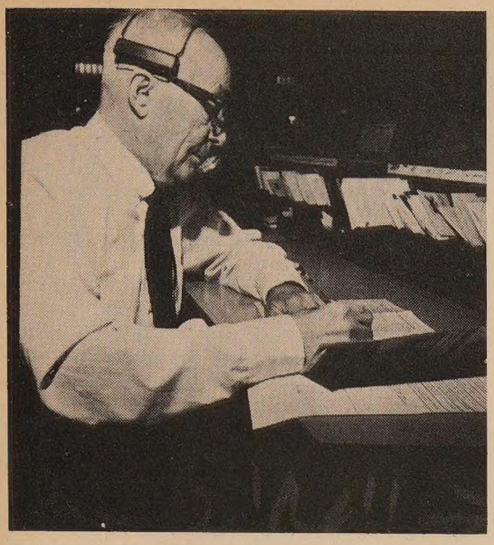

Edward T. Mitchell as ticket clerk.

table we'd use the Johnson bar. Then we had to move the merry-go-round —by hand.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada. (*Ed. note:* The Johnson bar is neither candy nor a cocktail lounge, but a reverse lever. Can anyone tell us how the term originated?)

When the *Flying Scotsman* was shipped to America two years ago, British Rail said they would never again allow any privately-owned steam locomotive to run on their rails. (Remember, they have completely dispensed with steam power.) But the ban is now relaxed, as your readers know from reading Mike Eagleson's page, "In Search of Steam." Ex-Great Western 4-6-0 No. 6000, *King George V,* was allowed to pull a railfan special. This was a huge success. Since British Rail now realizes that money can be made from such ventures, they are inviting steam preservation societies to run steam locos on the following BR lines: Carnforth-Barrow, 28 miles; Carlisle-Newcastle, 60 miles; Shrewsbury-Newport, 95 miles; Birmingham-Didcot, 80 miles; and York-Scarborough, 42 miles. As all of these lines are being operated at a loss, it is significant that BR are turning to steam, possibly to bail them out.—Dennis J. Flood, 8 Frost St., Edge Hill, Liverpool, L7, OEL, England. ●

EDWARD T. MITCHELL was selling tickets many years ago in that old Pennsy stronghold, Broad Street Station, Philadelphia, when a man pushed to the head of the line, pulled out a dollar, and said: "Give me a ticket to Pittsburgh."

"But," protested Ed, "you can't buy a ticket to Pittsburgh for a dollar."

Out of breath from running, the man gasped: "Well, how far can I go for a dollar?"

Before Ed could answer, someone in the line he was holding up told him where to go. The place was a four-letter word. That incident, which Ed recalls with a grin, is a sample of the "railroad humor" he puts into his books and public lectures. Ed is now retired after more than 45 years as a ticket agent. He lives at 107 W. Circular Ave.. Paoli, Pa. 19301. As a chronicler of the past, he has written and published four paperback books on railroad subjects. His latest is *Steam-Powered Trains of Yesteryear.* It has 96 pages and 92 pictures representing 80 different railroads and sells for $2.

Ed's books aren't sold in stores. They can be bought only from him. He is currently putting together a volume he will call *True Facts,* a collection of railroad stories, scheduled for 1974 publication. Another of his achievements is a 90-minute film which he shows to clubs and church groups.

At age 16 he started selling tickets, in 1917, and he has worked every Pennsy station in the Philadelphia area, some of which are no more. The last years of his career were spent at 30th Street Station. Every year he attends the annual convention of the American Association of Railroad Ticket Agents —traveling by rail, of course, with his wife, Leona. He also organizes group tours and train trips for clubs and churces, and speaks occasionally at lunches and banquets.

Like the late Lee Christmas, the Illinois Central hogger who became military dictator of Honduras many years ago, Ed Mitchell is color-blind. "I can see that colors are different," he says, "but I can't name them."

He was born and raised near railroad tracks and has rarely been far away from the tracks. Most of his ticket selling was done in the steam age. He heard the bells and whistles of the old steam engines. He saw the red glow of firemen's faces as coal was thrown into the fireboxes to make steam to carry passengers out to Altoona, Pittsburgh, Chicago, and hundreds of other places. These are some of the memories he puts into his books. ●

BACK in 1908, when I was a boy, I hired out to the Astoria & Columbia River Railroad in Astoria, Oregon. (This line was absorbed later into the Spokane, Portland & Seattle, now part of the Burlington Northern.) I had to clean out the coaches of a local train that arrived from Portland at 10:10 every might. Those coaches were typically wooden-bodied with open platforms, Pintsch gaslights, and Baker heaters.

The other night man, Brumser, showed me how to clean the iron stove and start a fire. We used egg-sized anthracite. Usually enough live coals had been left to whip up a blaze easily. Our hours were from 6 p.m. to 7 a.m. Every

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Sunday night the uncarpeted floor of the smoking car had to be scrubbed because of the filthy, homebound, drunken, loggers who spent the week-end in Portland. Brumser handled this task—I wondered why.

On a certain day Brumser handed me the coach key, said he wouldn't be in, and kept a date with a woman. While scrubbing the floor of the smoker that night I found 35 cents. Since I earned only $50 a month, of which half a dollar was held out for hospital benefits, I was glad to get those coins and I knew now why Brumser preferred the smoker. Drunks are careless with their money. Whoever worked in that car could keep what he picked up.

Shortly afterward, Brumser took another job, which left me alone for a few nights until he was replaced. One night the fire in the last coach had gone out, except for a few small glowing coals, but I nursed it back to normal. In my haste to do the other cars, I left the draft dampers wide open all night. Next morning, when I popped into that car for a quick checkup, a blast of hot air almost floored me. The stove and chimney were cherry-red clear up to the ceiling. After closing the dampers, I opened the door at the far end of the car to cool it off. The varnish on the washroom walls was warped and blistered. I rubbed it down with a bit of clean waste and kerosene oil, meanwhile thinking fearfully that I'd be canned and forced to pay the damage.

I heard a step on the platform. The brakeman entered and asked cheerily: "Hello, kid, what seems to be the matter?" I told him a tale of woe, brushing tears out of my eyes. He grinned and said: "It can't be that bad, but we'd better get the stove going again. This car is getting colder by the minute."

While I was laboring over the stove, the brass-buttoned conductor came in, chewed the rag with the brakie, and then left. The brakeman reassured me: "Kid, don't say anything about this and we won't report it." That ended the matter. For 64 years I have been grateful to him for lifting my morale on one of those gloomy days "when a feller needs a friend."—Ralph E. May, 1414 Kossuth Ave., Everett, Wash. 98203. ●

THOMAS G. MOORE, professor of economics at Michigan State University, has this to say about the proposed nationalization of U.S. railroads in a magazine called *The Alternative*:

A funny thing happened to the railroads on the way to the gravy train: they went bankrupt. Since the dead hand of Government regulation is chiefly responsible for their financial mess, it is natural that clear-sighted idealists, such as United Transportation Union officials, should advocate a Governmental takover of the roads in order to provide sufficient subsidies to satisfy the needs of the downtrodden and poverty-stricken railroad engineers and helpers (firemen) . . .

There are two alternative solutions to the problem created by the Government: Put the Government farther into transportation or put the Government out of transportation.

Removing the Government from regulating transportation would obviously lead to many problems. While rates would fall considerably—some studies indicate as much as 20 percent—much of the staff of the Interstate Commerce Commission would have to find new employment, which would not be easy since many have never done useful work in their lives.

Freed from regulation, trucking firms would be able to fill many now empty backhauls while driving fewer miles by going the most direct route. Thus some truck drivers would be displaced and would consequently be forced to give up the maternal protection of the teamsters.

Eliminating regulation would also cause problems for railroads: they would have to start actively competing for business. They might find that lower rates for some commodities would require innovative investments. While service would improve, rates would decline, shippers would suffer from having to deal with a fluid competitive situation for transportation as well as for raw materials.

The other alternative, nationalizing the railroads, is of course very attractive. For labor it would mean at last demanding and receiving almost adequate wages—probably Congress would set a limit at no more than a Congressman makes. For the Department of Transportation it would mean conversion into the largest corporation in the world, unconstrained by the need to cover costs. For Congress it would mean a new agency to staff with friends and relations and new Congressional committees which could hold hearings on the inevitable deterioration in service and the inevitable inflation in rates.

On balance, therefore, nationalization seems the wave of the future. Labor, DOT, and Congress would all gain, while the only people hurt by such a step would be shippers, taxpayers, and consumers. ●

STEAM tourist lines are fairly common in the U.S. but rare elsewhere. Most notable among the latter is the Romney, Hythe & Dymchurch in Kent in southern England. Let's visit it. A green flag waves, a whistle shrills, and with a snort of steam the brightly colored midget train squeaks away. On a track gage of 15⅛ inches is a perfectly proportioned steam locomotive—five feet high, not quite as tall as the average woman but weighing five tons—hauling a dozen coaches, crowded with passengers, across the wildflower meadows and over Romney marsh.

Out of Hythe it speeds, at about 20 miles per hour, on the 70-minute journey to its terminus at the pebbly promontory of Dungeness, nosing out into the English Channel, 14 miles away.

This improbable railway was founded in 1927 by the late Captain Jack Howey, a motor-racing driver and miniature railway enthusiast. It has nine handsome locos, all replicas of steam which ran on British main lines until diesel and electric services took over.

Headquarters of the line at New Romney is a dream for miniature railway fans, with a maze of lines, a turntable, workshops, and a 24-lever signal box. While it is used today primarily to carry holidaymakers—350,000 in the average year—the little railway has had its exciting moments. One was in 1941 when it was a vital part of Britain's "invasion coast." It was taken over by the army and anti-aircraft train, built in the New Romney workshops, patrolled the line.

Out of Hythe, to seaward, are gaunt Martello Towers, built in the early 1800's as a first line of defense against Napoleon's legions. Curving inland are the chalk hills which were cliffs until, over many centuries, the sea receded and left a margin of marsh.

The little train runs alongside the Royal Military Canal, a narrow waterway which was to have been the second line of defense against the French but today shows no more warlike sight than the occasional angler searching for elusive perch or pike.

During the season from May to September, ten steam powered trains a day run between Hythe and Dungeness. ●

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PHOTOGRAPHS OF THE MONTH

Milwaukee Road's *Copper Country Limited* is seen arriving at Calumet, Mich., behind Duluth South Shore & Atlantic power that was used on the last leg of her run between two Michigan cities, Champion and Calumet, on August 10, 1951.

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Collection of George Arentz, Library, Syracuse (N.Y.) University

Some oldtimers recall the days before automobiles and airplanes when almost everybody traveled by rail. One product of that era was this depot at Forest Hills, N.J., on the New York & Greenwood Lake line. We don't know the date of the photograph.

Catherine Edwards of Erwin, Tenn., selling photos of Clinchfield steam loco No. 1, pulling the train she is on, the *Autumn Leaves Cannonball*, October 23, 1971. The train was running between Erwin and Spartanburg, South Carolina.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

4-8-4 In Russia, Nov. 15, 1970. Loco was built by Kolmna, near Moscow, about 1954.

RUSSIAN STEAM POWER IN SIBERIA

Fireman clearing a fire at Ingoda, Siberia, on Nov. 17, 1970. Note the brick water tower which was characteristic of typical Siberian scene along line. 4-8-4 was built by Kolman Works in '54. Note triple lights on her front end.

Photographs by Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

Russian 2-10-0 (Baldwin, 1945) at Irkutsk on November 12, 1970. This locomotive was one of 1,900 lend lease engines that the U.S. sent to Russia. The switch-tender is a woman. Loco still carries many features of being American constructed.

CP RAIL HAS A NEW SEMI-AUTOMATED PAINT SHOP

(right) With the magnetized stencil in place, two painters spray the white CP Rail letters at the new semi-automated paint facility at their Weston shops in Winnipeg. (below) Fred Hedgecock, on ladder, left, uses stencil to add freight car number while Albert Wyspianski sprays the black portion of the CP Rail logo.
CP Rail Photograph

TWO WAYS OF DELIVERING TRAIN ORDERS

(left) Station agent holds up order hoop to Illinois Central fireman while (above) operator E. Wilson fastens train order loop to staff at Wren Tower on the IC in Iowa.

Left photograph by Ralston Rundquist
Upper photo by Illinois Central

Bulls of the prairies. Two Union Pacific freight trains have meet west of Laramie, Wyoming, on July day in '69.
Karl R. Zimmermann, 70 Valley Road, Glen Rock, N.J. 07452

Another Mississippi River scene that has passed from view is the old train-ferry. Here, former sidewheeler Pelican, renamed unpoetically barge B-109, is seen ferrying train between Trotter's Point, Miss., and Helena, Ark., back in the 1930's. Built in 1902, the vessel handled passenger ferry service at Vicksburg, Miss., until '29; then was converted to haul freight cars across the Mississippi for IC's access to the Arkansas side of the river. By 1960, her machinery worn out, the ship was turned into a barge by the removal of the superstructure. At present the ferry is out of service.
Illinois Central Railroad Photograph

Canadian National Railways FPA 4 No. 6761 and FP9B No. 6626 on train 50, the *Rapido*, at London, Ont., station, April 29, 1972. Service, between Windsor and Toronto, was replaced next day by *Tempo* train.

Al Howlett, 24 Kenwood Crescent, London 25, Ont., Canada

Silent Sentinel. Old water tower, still in use on Burlington Northern at Merritt, Wash., was formerly used by helper engines on rugged Steven's Pass.

Jerrold F. Hilton, 17775 Royalcrest Dr., Brookfield, Wis. 53005

A rare sight indeed is Alan Pegler at the controls of The Flying Scotsman on her return to San Francisco's Aquatic Park on March 18, 1972. In the background is the Northwestern Pacific ferry Eureka, together with other ships of the San Francisco Maritime Museum. Beyond lies grim empty Alcatraz and, out of sight, Sausalito, where the Redwood Empire Route began.

Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif.

So, this is what you do all day, girl friend of a Guatemalan yard goat fireman may be saying with broad smile.

Twilight of STEAM IN GUATEMALA

Text and Photographs by Gary G. Allen

Working hard on grade with mixed train to El Salvador border near Ipala, Guatemala, is 2-8-2 No. 182 of FeGua in '72.

ONE HOT AND HUMID day last December a ship from Bilbao, Spain, unloaded three new narrow-gage diesel locomotives at Guatemala's tropical Atlantic coast port of Puerto Barrios. General Electric had just completed an order placed by Ferrocarril de Guatemala (FeGua) earlier in 1971 for eighteen U-10-B units. With the arrival of these last engines, according to the plan, FeGua was to have been completely dieselized.

Nevertheless, the narrow-gage steam locomotives in daily service on the entire 500-mile system are still trailing smoke over the Guatemalan countryside. Gleaming new diesels bumped many steamers from the active roster, but twenty or so remain. There is some doubt as to why the dieselization has not yet been completed. Some FeGua officials feel that eventually they'll have to buy ten more new diesels in order to retire all the steam. If so, steam may be around for some time yet. Other brass collars believe that FeGua now owns enough units for total dieselization as soon as some old GE units get the repairs needed to put them back on the active list. Incidentally, FeGua has stopped dispatching trains at night, because of the high risk of accidents.

Meanwhile, on borrowed time, the iron horses are plodding through their final chores, never knowing when their fires will be dropped forever. Unable to resist "just one more steam ride," I flew back to Guatemala last March.

Visiting first the Pacific Division, which extends northwest from Guatemala City to the Mexican frontier, I found steam holding the regular yard jobs at Escuintla, Mazatenango, and on the border at Tecun Uman, in the shadow of National Railways of Mexico standard-gage diesels. All the yard goats there are Baldwin-built 2-8-0's. They are FeGua's oldest active locomotives, dating from 1910 through the 1920's. These Consolidations have boilers extending through to the back of the cabs, making room scarce. The engines were designed for switching service. With the throttle mounted far to the front of the cab, and air brake valves at the rear, they are best operated from a standing position. The crew's seats are mounted with hinges at the side of the cab and can easily be dropped down out of the way while the engine is working back and forth in the yard.

At the hot tropical town of Mazatenango, 115 miles from the capital, the roundhouse held three new diesels for freight runs and three steamers for yard duty. Freight moves when units are available. Here, FeGua's oldest busy steamer, No. 99 (Baldwin, 1910), handled the regular yard job.

I was fortunate to be at Mazatenango on March 13th when a work train was called for a rare run over the out-of-service San Felipe branch. The train carried equipment to be used in scrapping the line. Yielding to highway competition, FeGua discontinued all

Panting into a tropic night is Baldwin-built (1925) 2-8-0 No. 123 outside FeGua's roundhouse in humid Guatemala City.

service April 16, 1969, on the ten-mile branch that extends north from Mulua on the main line, through Casa Blanca to San Felipe. On that same date service was eliminated also on the Ocos branch, which runs from Tecun Uman thirteen miles west to the little Pacific port town of Ocos.

With a permit to ride engines, issued by FeGua's general offices in Guatemala City, I climbed aboard 2-8-0 No. 120, a 1925 Baldwin, as she coupled onto her train. The elderly Consolidation, instead of a heavier 2-8-2 or a new diesel, got the nod for the run because her lighter weight seemed safer on the long-unused branch. Our work train consisted of an old diesel-powered crane, several flat cars, and a sun-faded wooden caboose. At seven a.m. the operator handed up orders, and soon we were steaming north on level track at about 25 miles per hour.

Ten miles up the main line, we set most of our train out at Mulua and took water. Then we headed up the rusty rails toward San Felipe, steeply up grade all the way and at one point reaching 3.4 percent. It was about all No. 120 could do to drag the crane and the two flats required to support its boom. Our flanges squealed around rusty curves. The rusting track creaked and groaned in protest against the now-unaccustomed weight of a train. The landscape is lush and green, bountiful in tropical fruits and vegetables which once went to market by rail. Now trucks do the work faster. Here and there vegetation has begun to grow on the right-of-way. The jungle is reclaiming its own.

As we pounded north, natives stood before their thatch-roofed houses to watch one of the final trains they would ever see on this line. Indeed, it was one of the last times they would ever see steam at its laboring best anywhere on the Pacific Division. In the future for economic reasons, FeGua plans to concentrate all steam at Zacapa on its Atlantic Division.

Under the curious dark eyes of little Indian girls in brightly-colored dresses, we spotted the crane and flats at San Felipe. Then, after some switching, we headed back to Mulua with boxcars that had been left behind when service ended. Here we set out the boxcars, took water, picked up the rest of the train, and rumbled back toward San Felipe. At Casa Blanca, where trees have grown through the abandoned

Narrow-gage Consolidation No. 180, with track lined up, waits move in this good-night shot on table at Zacada in '72.

depot, we ran around our train and shoved it the last two miles into San Felipe.

After more switching under a scorching sun, the crew broke out the traditional lunch of Latin railroaders—tortillas, beans, meat, and potatoes, heated on top of the firebox door. Later, with the flats left behind for the crane to load with rails, we made the return journey to Mulua with more boxcars, while the fireman washed the dishes with water out of a spigot on the tender. For the third time, we took water, this time at Mulua. Then we reassembled the train, received new orders, and highballed out of the primitive town. At two p.m., in a driving tropical rainstorm, we rolled into Mazatenango.

In Guatemala City, where the railroad's sprawling backshops are located, steam engines are still being overhauled. Despite the reduction in the number of active steamers, none of the large force of men required to maintain them have been laid off. Both steam and diesel now use the 18-stall roundhouse. I was saddened to learn of the tragedy involving a 2-8-2, No. 195, that I had photographed on the transfer table last year. (*Railroad Magazine* published the photo in July, 1971, on page 3.) A few weeks after returning to service from a major overhaul, she turned over on August 18, 1971, at a curve in Agua Caliente, 21 miles east of Guatemala City, sending her engineer to a hospital and her fireman to glory.

A railroad secretary, Maria Mazariegos, has trusty camera ready for action.

The new U-10-B engines are well liked by FeGua's enginemen. Their dynamic brakes are a real blessing on the steep grades, where the locos are operated in pairs as multiple units, thus averting the need for steam helpers. The new units are painted bright red with yellow trim, showing FeGua's pride in its investment. Controls are located on the left side of the cab, and the units are always run cab-first. As part of the contract between General Electric and FeGua, a technician from Spain is working for the railroad for two years, helping to get out the bugs and breaking the crews in on maintenance and operation of the units.

At Guatemala City, the only steam in regular use is on the outer yard job. Though steam works the central yards sometimes, an older center-cab GE diesel is the assigned power. The best place to see active steam is at Zacapa, 94 miles east of Guatemala City on the Atlantic Division. Surrounded by dry, barren, rolling hills like those in southern California, Zacapa is home base for steam working to all points on the division.

When I was there last March, the only daily mixed train anywhere in the country that was regularly drawn by steam was on the 70-mile run from Zacapa to the El Salvador frontier. Helpers are often assigned to it. Two tri-weekly mixed extra locals operate out of Zacapa, one westbound to the capital, the other eastbound 103 miles to Puerto Barrios. Each train takes all day to reach its destination, and returns the next day. Many extra freights moving between Puerto Barrios and Zacapa also are steam-powered. Usually the only diesels to be found at Zacapa are passing through, on freight and mixed runs between Guatemala City and Puerto Barrios. They seldom lay over at Zacapa.

The appropriately named Hotel Ferrocarril fronts on the station platform next to the Zacapa depot. Checking into it is like stepping back to the 1930's or earlier. The old, wooden, sun-warped hotel, two stories in height,

was once an important stopover for international travelers from El Salvador and from ships docking at Puerto Barrios, when it took two days to reach the capital by rail. Nowadays, almost all travelers from foreign lands come by air.

The hotel is a steam fan's dream come true. You would almost have to be a steam fan, in fact, to appreciate it. My second-story room offered a view of the six-stall open air roundhouse a few yards away; and in the wee hours of morning I could hear steamers being fired up for early runs.

One pleasant, warm evening after eating supper in the hotel dining room, I sat on the second-story porch and watched No. 167, a 35-year-old Krupp switcher, kicking cars around the yard. Far off to the east, the mournful wail of a steam whistle announced the distant approach of a train from Puerto Barrios. A pair of Mikes were climbing the grade into town. This reminded me of such desert railroad towns as Indio, Mojave, and Barstow in the United States on warm summer nights years ago. At length, 2-8-2's No. 180 and 165 clanked past the depot, sparks flying from hot brakeshoes as the train ground to a halt.

Unusual cab interior scene on No. 123 showing Guatemalan at throttle backing little Consolidation at Guatemala City. Note lack of gages in locomotive cab.

Indian girls watch from gandy dancer's car as Baldwin-built (1926) No. 120 hooks on to sun-faded crummy at San Felipe.

One for the road. Three young women get water from tender of FeGua's No. 182, a 2-8-0, near El Salvador border in Guatemalan town.

Early next morning I was on hand for the 6:30 a.m. departure of train No. 41, the mixed for El Salvador. Today's train was short and needed no helper for the mountains. I climbed aboard our engine, No. 182, a 2-8-2 (Baldwin, 1947), just as the hogger was testing his air for the round trip to the frontier. Right on time, we eased out of the station and swung south through farm lands as the train picked up speed. While we were following a river through a canyon, the fireman watched closely for rock slides as we rocked and rolled along at about twenty miles per hour.

Soon our pace slackened as we began the climb into dry hills. Longhorned cattle seemed to be everywhere in this desolate unfenced land. Roads are few, so the railroad plays a major role in the life of the small pueblos along the way. At every stop, native women and girls with clay jugs came to the engine for helpings of precious water from the tender, and the crew obliged them as time permitted. Twisting and turning around hairpin curves, we climbed ever upward on the 2.4 percent grade, often passing through short tunnels and over high steel trestles.

At Ipala we spotted a cattle car on the wye beside a corral so that a man could unload his mule. Living up to its reputation, the mule stubbornly refused to leave its private car. Even the combined efforts of its owner, the train crew, a couple of schoolboys, and the hogger jabbing the recalcitrant beast in the rump with a brake club failed to persuade it to leave. Finally, in desperation, the car was uncoupled and the fireman backed the engine on around the wye, out of sight. Apparently convinced that the snorting iron horse was gone, the mule nonchalantly ambled off the car. Our train was then reassembled, we took water, and highballed out of town, as the mule and its owner rode off into the hills.

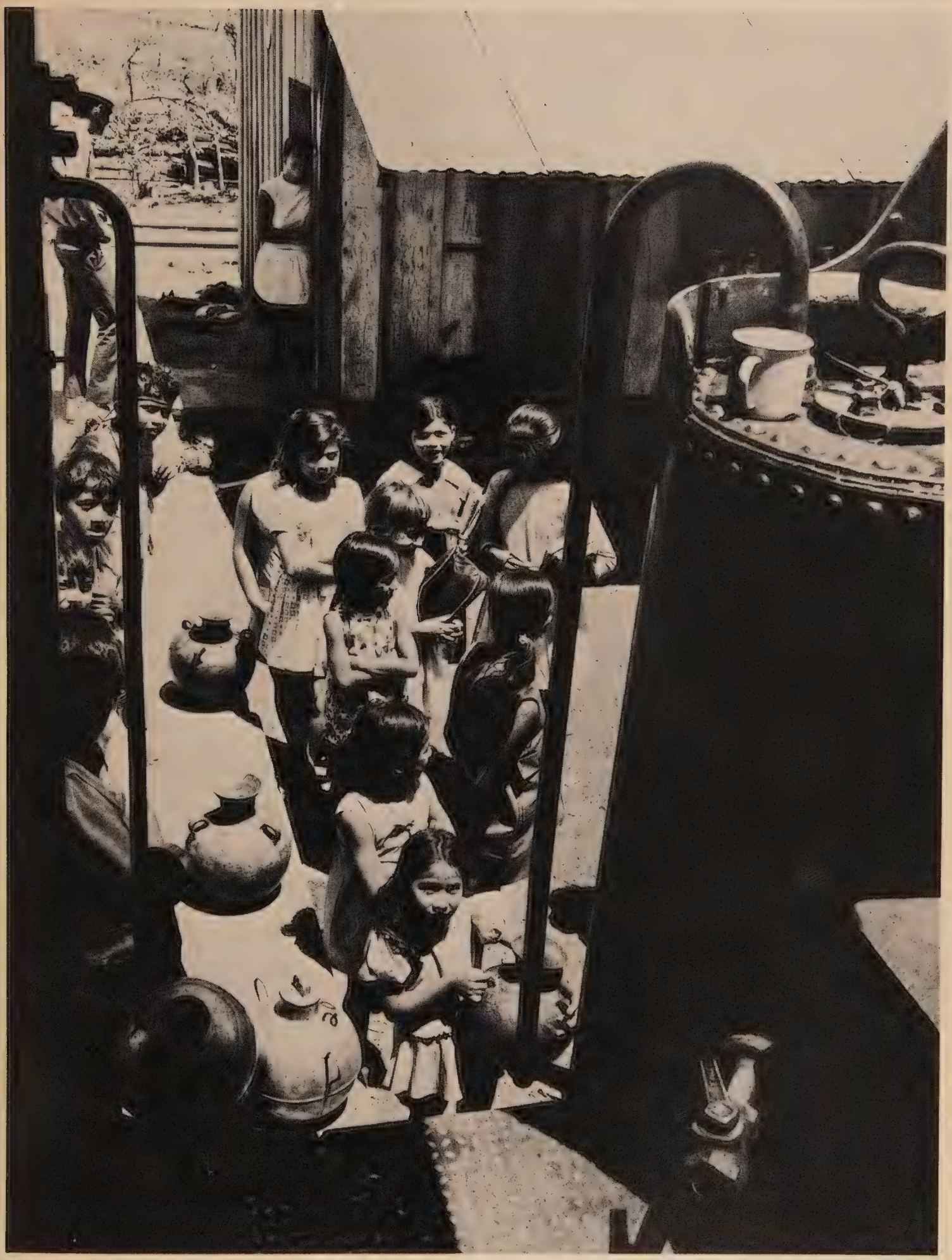
There are no highways beyond Ipala, only a narrow ribbon of rail winding through barren hills toward the frontier, 26 miles to the south. At La Cima, 11 miles beyond Ipala, we reached the line's maximum elevation, 2,959 feet. From here on it was downhill all the way, and the train rolled along in a haze of blue brakeshoe smoke. At noon, right on time, we clanked into the remote and lonely frontier town of Anguiatu. The passenger cars were cut off at the depot for customs inspection, while the engine was turned on the wye and she switched out some freight cars.

After the yard work and customs had been attended to, we were ready to cross the border. I had no tourist card to enter El Salvador; so the fireman took me into the Guatemala customs office, which soon cleared me verbally to ride the engine over the border. Shoving the cars, No. 182 crossed a small dry river, and we were in El Salvador. No fences, no gates, not even a sign to indicate we had entered another country. This surprised me, considering the political turmoil in some of the small Latin American countries.

Across the river at the frontier village of San Jeronimo, our train's counterpart waited to forward passengers and cargo to the capital, San Salvador. The enginemen on the International Railways of Central America's two GE diesels greeted us with a honk of the air horn. Our own hogger answered with a resounding wail of his steam whistle. After more customs formalities, the passengers changed trains, and we exchanged boxcars with the IRCA. Until the Guatemalan Government nationalized it in 1969, FeGua was a part of the IRCA. At length, switching accomplished, we chugged back over the bridge past a little, faded, wooden sign that said, *"Bienvenidos a Guatemala!"*

On the return trip to Zacapa, I rode in a coach and watched No. 182 battling around curves up ahead. It was like turning the clock back to see our ancient train snake through the desolate hills, and I marveled that this could happen in 1972.

Guatemala's trains will be around for quite some time. In this land of few roads, they are a necessity. But how much longer the steam engines will remain to pull them is something else. I asked several FeGua officials, but none could answer. With about twenty 2-8-0's and 2-8-2's still working, it is likely that steam will last out the year, maybe longer, but there is no guarantee. If you want to go to Guatemala to photograph steam, you should write beforehand to FeGua's general offices in Guatemala City. Assuredly, this is the twilight of steamers in Guatemala. When darkness comes, they will be gone forever.



Hot sun and thirsty kids. Engine crew obliges group of young Guatemalans with water from loco tender to fill clay jugs.

MOUNTAIN HOGGER, by Richard M. Murdock

WHEN the phone rang shortly after two a.m., engineer Danny Marvin felt slightly troubled. He hadn't been expecting a call. At ten, just before retiring, he'd called in and had been informed he was safe for the night. Clumsily he fumbled for the bed-lamp and phone.

"Hello," he said, his voice husky with sleep.

"Engineer Marvin?"

"Yeah."

"Three-thirty on duty," droned the third-trick crew dispatcher. "Engine 501. Flanger north with fireman Sims."

"Flanger? What for?"

"It's a good question, valley hogger. That white stuff ain't moonbeams. Got the call?"

"Yeah. Three-thirty on duty."

Dan hung up. Leaning over his pregnant wife, he raised the tattered blind. It was snowing. A foot of powdery flakes glistened on the ground, and Dan couldn't resist shaking his wife.

"Lola, look. Our first snow. It's beautiful."

Lola Mavin drowsily raised herself on one elbow and peered out the window.

"Oh," she said, "and I hope you're satisfied."

"No denying it's pretty."

Lola Marvin drowisly raised herself hair spreading wildly about the pillow. "I'll take civilization and rain, thank you," she replied sourly.

Dan curbed his irritation. Four months now it had been like this. Indifference or hatred for everything connected with the tiny mountain community to which they'd moved. Because she'd spent the twenty-six years of her life in Kent City was no reason for such bitterness. Sure, she was homesick. But she wasn't even trying to acclimate herself to the change.

"Look, Lola. I've made the trade with another engineer and we're here to stay. Why not try liking it here?"

"If you think I'm staying very long in this broken-down old house, you're crazy. It makes me sick to think of what we left in Kent City. After the baby comes, I'm going home."

"Lola, be sensible. This is our home. And when we sell the Kent City lot we'll buy that nice place south of town. But make the best of it now. Get out and meet people. Make new friends."

"Quiet, or you'll wake up Ricky," she said petulantly, turning away.

Dan let it drop. Same old story. Around and around they went, getting nowhere.

"I'm called for the flanger," he said.

"Whatever that is."

"It's a blade hooked beneath a car that scoops snow from between the tracks."

"Never had such things on the Valley Division."

No matter what the topic, Lola'd find a way of comparing the Mountain Division unfavorably. That explained why he liked to drop into the Sierra Club sometimes for a drink and to hear Bart Rawson's widow, Midge, play the piano. It was a relief from frustration.

"Stay in bed," Dan said. "I've got an hour yet. I'll fix something."

"Thanks. Be sure to check Ricky for covers before you leave."

Dan slid his muscular legs into his overalls. Those legs, like the rest of his powerful six-foot-three frame, were built for the mountains, he'd always contended, although it had taken years for his chance to prove it. And those big hands were made for the throttles of Sierra Western's biggest mountain engines, not the little teapots of the Valley Division. Maybe he wasn't too sure of the mountain power so far, but he was learning fast.

After frying a couple of eggs, he made toast and coffee, and then slipped in to see if his five-year-old son was sleeping snugly under the covers.

"Night, towhead," he whispered gently.

Later he slipped on black half-sleeves and cocked his cap over the mop of unruly black hair. Leaning over his sleepy wife, he kissed her forehead.

"Have a good run, brave engineer," she mumbled, "and hurry back."

THROUGH the deep powdery snow Dan trudged the quarter-mile to the crew dispatcher's. Inside, he stomped the snow from his boots and walked to the register. Several engine crews were standing about.

"Some storm," one man said.

"Nothing like starting the new year right," was Dan's reply.

"Say, who's that?" someone whispered.

"Danny Marvin, the Valley Division hogger. Traded with Ted Maxwell!"

"Oh, Marvin. Big bruiser, ain't he? Bet he's not the hogger Maxwell is."

Dan winced. He'd heard that before. Did these guys expect an engineer made on the flats to be as sharp at train handling as one experienced in the mountains? At least, they should give him a chance.

Danny registered out and headed for the roundhouse, thinking of the thirty demerits he'd already got for passing a red signal in Centralized Traffic Control territory.

"Potential collision," was the verdict brought out at the investigation by Leland Burdick, the Mountain Division's tough little road foreman of engines. Burdick failed to consider that Danny had jumped the signal but half an engine-length and that he was a new man running a long, heavy freight train on a steep grade in unfamiliar terrain.

Anyway, he had thirty brownies, and at ten every six months it would take him a year and a half to work them off. Burdick, Danny knew, had been laying for him ever since that morning in early September he'd reported to his office.

"Trading shouldn't be allowed between engineers of the Mountain and Valley divisions," Burdick said emphatically. "Hate to lose men like Maxwell."

"Nathan Winslow okayed the trade," Danny reminded him, and instantly knew he'd made a mistake by the manner in which Burdick stared at him.

"Winslow's a new superintendent and inexperienced in the mountains," Burdick said coldly.

Then begrudgingly, Burdick went into a spiel about grade braking in heavy trains with retaining valves.

"There are eight musts in the retaining rule," he said. "Know them. And up here, Marvin, use release position of the brake valve until the brake pipe is fully recharged following an air brake application—not running position like they do in the valley, or you'll find yourself in trouble."

It was good advice from the tough little official with little use for outsiders.

DANNY felt a little nervous when he boarded engine 501, an old oil-burning Mikado. Fireman Sims was already in her cab.

"Hi," Danny said. "Know anything about this flanger?"

"You just shove it and it scoops the snow," Sims answered disinterestedly.

That helped, Danny thought. There was sure to be a brass collar on the flanger north on its first run of the winter. They were no more than coupled up, the flanger ahead and a caboose behind, when Leland Burdick mounted the cab. It was the first time Danny had seen him since the investigation.

"Oh, it's you." Burdick's greeting was casual. "Ever push a flanger?"

"No, but I'll make out," Danny replied without conviction.

"Watch carefully for signals. We do not want anyone to get hurt."

Danny didn't like the needling tone, but after a few minutes at the throttle, watching the blade scoop the newly-fallen snow away, he realized that any hogger could shove a flanger, even a green one.

The trip was long, tedious, and uncomfortable, with the blinding snowstorm unabating. Slowly they had flanged fifty miles north and back with Burdick looking down his neck the whole time.

At three in the afternoon Dan finally tied up. He was tired and didn't feel up to bickering with Lola, so he decided to drop by the Sierra Club for a drink. Maybe that cute little trick, Midge Rawson, would be playing the piano.

She was, and the soothing music drifted from the depths of the dark room. The bar was deserted except for a couple of other rails. Danny ordered a double shot. Soon the drink and the music drained the tenseness from him. Then the music stopped and Midge was sitting at the bar, a stool between them. Dan glanced at her and experienced an odd hunger for the woman. She was tall and dark, maybe thirty, with long, shapely, but strong legs and well-developed breasts.

"You play good," Danny said.

"Oh, thanks," she said, and her smile was like sunrise on a mountain trail.

"Mind playing some more? We don't get much music around here."

"All right, if you'll come back to the piano. It's lonesome there."

"Sure," Danny agreed.

He ordered drinks and they walked to the piano. Danny drew up a chair beside the stool.

"I'm Danny Marvin," he told her.

"Yes, I know."

Danny looked surprised.

"And I'm Midge Rawson. My husband was killed—"

"I know and I'm sorry."

"But I'm getting used to it now, though I still get lonesome. Bart was wonderful—the best in the world. Playing the piano helps me to forget. I don't own a piano. Charlie lets me play this one. Good for the business, he claims."

"Don't doubt that. I'm lonesome too, in a way. The wife hates this part of the country and, well . . ."

"I know. Lots of women do. Rockbrook is a man's town, I guess. I like it because I've lived here all my life."

"Yeah," Danny looked at Midge thoughtfully as he said: "Play something—I love the piano."

The snow-laden afternoon brought to Midge Rawson and Danny Marvin something they both were seeking—companionship and sympathy. On such occasions strangers are drawn toward each other to become friends in a short time. At six o'clock Danny had to pull himself away. It wasn't easy.

"Got to leave, Midge." He stood up, gently releasing the firm little hand he had been holding. "Lola will be sore."

Midge nodded understandingly, "It's been swell, Danny. You're different, like Bart was."

She arose, facing the engineer. Dan fought an impulse to take her in his arms. She stretched her hand toward him and smiled. "If you ever need me . . ."

Then she was gone, and he was left alone, staring after her.

AT SEVEN that night Danny Marvin got home. "Hi," he said guardedly, avoiding Lola's eyes and determined not to touch off a fight.

"Little late, aren't you?" she asked.

"Yeah. Stopped off for a drink."

"So I supposed. Can't say I blame you. Nothing else to do in this hell hole unless it's shovel snow."

"Hi, daddy," Ricky said, bursting in from the back door and exhibiting a snowball. "Look what I got."

"Hi, towhead," Danny grinned happily. "Some snowball, but it belongs outside. And now I think I'll crawl in. I'm dead tired."

"Sit down a minute, Dan. I want to talk," Lola invited.

Probably another fantastic scheme to get back to Kent City, Dan thought. Anything but that tonight.

"Tomorrow," he said.

"Now, Danny."

The engineer stared at his wife, who was petite and blond and not exactly pretty in pregnant condition. She'd been letting herself go lately, besides. Quite a contrast to Midge. Reluctantly, Dan sat down at the kitchen table, remembering his vow about not starting a fight.

"Shoot," he said patiently.

Lola sent Ricky into the living room to play with his Christmas toys; then she sat across the table from Danny. "I've been thinking," she began, "after the baby's born in March, why can't we contract a place built on our Kent City lot?"

"The lot's for sale," Danny said flatly.

"Let me finish."

"Okay, okay."

"Well, we'll build, and me and the kids will live down there while you work up here. It's only three hundred miles. You could lay off and come down quite often. Lots of families are separated."

"No good," Dan said. "They're separated because they have to be. We don't."

Dan's vow not to fight that night was beginning to fade.

"Listen, Lola, it's your place to stick by me no matter where we go, as long as I earn a decent living. You knew when I married you that someday we'd live in the mountains. Right now I'm making more money than I ever made in my life—"

"But it costs more to live here," Lola cut in fiercely. "And look at the dump we live in. If you were smart, Danny Marvin, you'd quit the railroad and move back to civilization. With your lousy twelve years seniority, what future is there? Called out any time of the day or night, rain or shine or snow. Buck the extra board. No home life. And you expect me to stay here? Nothing doing. In Kent City I was happy."

Suddenly Lola stood up. Tears welled in her eyes. "If you loved me you wouldn't have brought me here!"

"That's a lie. How about thinking of me, for a change? All my life I wanted to live in the mountains. I'm made for it. When the chance finally came, I grabbed it and I'm staying. If you'd just get out and meet people instead of feeling sorry for yourself, things would be a helluva lot better for both of us."

"The people in this town are clannish and stupid. And I'm not staying, Danny Marvin, do you hear? I'm not!"

"Well, then, get out!" Danny roared. "If you won't take me for what I am, I know some—"

Ricky was standing in the doorway, wide-eyed, glancing uncertainly from one to the other. Suddenly he began to

howl. Lola picked him up in her arms.

"Now, Danny, look what you've done!"

The man frowned and stepping into Ricky's bedroom, slammed the door. He sat down on the spare bed. It was too bad that Midge lived five miles north of town! If ever he needed consolation it was now, but he'd never make it on foot through the blinding snowstorm. He'd see her tomorrow. Lola had brought this on herself.

DANNY didn't know how long he'd been sleeping when Lola shook him. He was still dressed. "You're called," she said flatly, and then stepped from the room. He looked over. Ricky was asleep. He glanced at his watch. Only ten-thirty. He slipped on his shoes and went to the phone.

It was true. This call marked the beginning of one of the most critical weeks in Danny Marvin's life. The Sierra Western had every available piece of snow-fighting equipment brought into service in a valiant attempt to keep the northern route open as one relentless storm after another swept the state. Men and equipment were taxed to the utmost. Passenger trains were running hours late or not at all. Freight traffic was at a virtual standstill.

Rest for Danny Marvin came in short, fitful chunks with long and exhausting hours in between.

Bad weather and derailments go hand in hand, and the Mountain Division was having more than its share of both. The wrecker was in constant use. A southbound entering the Rockbrook yard climbed a snow-packed frog, derailing four lumber cars, the contents of which were strewn in every direction, fouling the main line. The big hook was twenty hours cleaning up, normally an eight-hour job.

A misunderstanding between the upper- and lower-end hostlers at the roundhouse left a big four-unit freight diesel standing unattended with no brakes set. It rolled off a derail tearing up some track, but fortunately stopped, pitched at a precarious angle, inches short of an open turntable pit. The big hook again!

Then the snow-spreader got off the rail in a deep, snow-filled cut near Cedar Springs. Again the big hook! All available men ordinarily cut off in the slack winter months were called back.

And in Rockbrook itself, where seventy inches of snow fell in a week, most roofs had been shoveled twice. Some had caved in. It was a pioneer struggle to keep food in the houses, and most automobiles were snowed under. Schools were closed.

More than ever now, Dan missed the gentle touch of Midge Rawson's hand and the consoling lilt of her voice. There just wasn't time for him to go to the Sierra Club these days and nights, and he was nearly always exhausted.

One morning, when Dan had been in bed but two hours, the phone rang. Lola answered. She had the crew dispatcher wait while she performed the laborious task of shaking her husband awake.

"Rotary plow, four-thirty on duty. Fireman Edgewood," the weary crew dispatcher told him.

"Lay me off," Danny pleaded "I'm too tired to make it."

"Can't. Just called the last three men on the board. You for the rotary, engineer Johnson on the road engine shoving the rotary, and O'Neal on the relief train that will follow."

"That's too bad. Besides, you're violating the sixteen-hour law by calling me short rested. Lay me off."

"Listen, Marvin, the hog law went out with this storm. Number Six is bogged down at Cedar Springs. Full of passengers. You've got to plow the way to them. The Old Man's car will be on the relief train. Sorry, valley hogger, but you're the only available guy for the rotary, or I'd have called someone else."

So he was a last resort for their damned rotary, eh? Well, he'd show them, even though he'd never been on one of those things.

"Okay," Danny snapped fiercely. "I'll take the call."

Lola had the coffee on. Dan silently poured down cup after cup. They'd spoken very little since the fight. There hadn't been time and there wasn't now. He had ten minutes to get to work.

THE ROTARY PLOW, like Danny, was being trotted out as a last resort. It was Sierra Western's oldest. All the newer plows were in use. The square boiler carried only 150 pounds of steam.

It was an odd-looking job, Danny thought, as he mounted the cab. It looked like a baggage car cut in half with a huge multiple-blade propeller at one end and a locomotive tender on the other. And on top up front, between the smokestack and the rotary blades was a caboose-like cupola. The cab was similar to a locomotive's, with water glasses, throttle, reverse lever, gages, and valves in the standard places.

"How do you work this thing?" Danny asked the man from the engineering department who accompanied the plow.

"You mean you've never operated a rotary?" the man asked, amazed.

"I'm new on the division," Danny said.

"You'll learn tonight, all right. The reverse lever forward turns the rotary blades to the right, backward to the left. We'll work with the lever ahead. Hook her up for speed, like an engine. Down in the corner for power. Throttle her down except for the heavy drifts, or your fireman won't be able to keep her hot."

Danny listened carefully, straining to catalog everything in his weary brain.

"Don't worry about what's going on outside," the man went on. "That's our lookout. There'll be a Mallet shoving you. The rotary's steam whistle is for the Mallet, but the air communicating whistle for you. Don't forget."

"Thanks," Danny growled. Turning to young Jimmy Edgewood, his fireman, he asked: "Ever fire a rotary, Jim?"

"No. Only been firing six months. I had been cut off for winter but they called me back in the emergency."

That helped a lot. A green fireman! "Do the best you can," Dan urged.

Northbound train Number Six, they learned, was bogged down in a deep cut thirty miles north near Cedar Springs with nearly 200 passengers aboard. She'd been there quite some time. Conditions were bad. No heat, little food and poor ventilation. Relief was needed badly.

If they'd just get going, it might not be too bad, Danny thought. Anyway, he was thankful that he didn't have to stick his head out like the hogger in the Mallet behind. Luckily for him they were in CTC territory. No train orders.

Leland Burdick climbed aboard just as the big Mallet with a caboose behind started shoving the rotary out of the Rockbrook yard. Harsh lines of fatigue creased his drawn face. Burdick slipped up to the cupola to watch operations.

"This'll be some trip," Dan mumbled.

They were barely out of the yard when the rotary's machinist began oiling and adjusting the decrepit mechanism in the hope of keeping it functioning during the beating it was sure to take.

A mile north of Rockbrook the communicating whistle sounded twice from the Mallet. Danny dropped the reverse lever forward and opened the throttle. The old rotary shuddered violently as the blades revolved, whipping the snow down the canyon. Jimmy Edgewood opened the firing valve. Steam started dropping.

"More fire and atomizer," Danny called over to him.

By the time one short whistle blast had sounded and Danny shut off, the steam was back thirty pounds.

"Crowd hell out of her, Jim, like you would a bum steaming engine."

"I'm afraid Burdick, here, won't like the smoke."

"To hell with Burdick! We've got to have steam. Bring the stack to a good strong haze at least."

Again the whistle sounded twice. This time, as Danny opened the throttle, Jim widened on the firing valve, pouring the oil to her. Smoke shot from the stack, and the steam stayed pretty well up. Tantalizing visions of Midge Rawson crept into his mind, but he resolutely thrust them aside and concentrated on his work.

Outside, a gray stormy dawn broke as the Mallet slowly, laboriously pushed the outdated rotary, through snow-filled cut after cut. Jimmy Edgewood battled to keep steam and water as Danny taxed his rotary to the utmost against the drifts.

All though the stormy day the rotary inched its way up the pine-clad Rock River canyon. They plowed past sidings with freight trains solidly snowed in. And all the time the relief train with the Old Man's car crept along a mile behind.

Darkness was setting in when the rotary finally broke over the ridge three miles south of marooned Number Six. It had taken them twelve hours to make less than thirty miles! A blizzard was raging there, driving fine snow into the tracks nearly as fast as the plow cleared them. No wonder Number Six had bogged down.

Then for a mile the tracks were down below the ridge and partly sheltered. They made fair progress until they broke out into the open once again. The rotary worked wide open, belching smoke.

DANNY closed the throttle at an exceptionally long toot of the communicating whistle, glad for a short relief. But the signal to resume plowing didn't come. Something must be wrong. The conductor and head brakeman from the Mallet climbed to the cab. Burdick came down from the cupola.

"Dispatcher had the outside light burning on that phone booth," the conductor said, pointing up the track. "I knew he wanted something, so I managed it to the phone. He says the relief train's stuck in a drift a mile back. Number Six is still more than a mile ahead. They've scraped up another rotary somewhere. It's leaving Rockbrook soon as they get a crew. Can't get here before morning at best. Looks bad. It's going to be tough on the folks in Number Six. I hear there are a lot of women and kids on board."

Those words crowded out of his tired brain the Sierra Club and the charms of piano-playing Midge, and his thoughts flew homeward.

Dan suddenly wondered how he would feel if Lola and Ricky were on Number Six. They'd be cold, hungry, and sick. In that instant, Danny realized how much he cared for Lola and he determined to find a way to make up with her. But no time to think of that now. Number Six needed that relief train, and quickly.

"Better do something," the conductor said. "The way this snow is drifting we'll be stuck too."

"How's for uncoupling the Mallet and running her back to help pull the relief train loose?" Danny suggested.

"Might try it," the conductor said, and turned to the head brakeman, "Try to make it to the phone. Tell the dispatcher the move."

"What about the caboose behind the road engine?" Burdick asked.

"No place to put it. They'll have to take it with them."

"Snow piled up underneath could derail it," the conductor warned.

"Maybe, maybe not," Danny stated boldly. "It's worth the chance."

"We'll see what the hogger on the Mallet says," the conductor said, stepping to the sandbox and then up over the tender.

He was back shortly with the Mallet's engine crew.

"Mr. Burdick," hogger Johnson said, "it's an unsafe move, backing blindly with a caboose behind."

Danny stood up. "Mr. Burdick, there's women and kids on Number Six. They need blankets and food. The relief train's got 'em. Somebody's got to run the Mallet back and pull that train loose. If Johnson won't, I will."

Burdick glared. "It isn't safe."

Dan said decisively, "I'm running the Mallet back. Coming, Jimmy?"

Burdick squinted at Dan as he had done that morning four months before. But he didn't say another word, not even when Dan and Jimmy started back over the rotary's tender.

In the deep snow between the rotary and the Mallet, Dan managed to close the angle cocks and pull hard on the cutting lever. Then he and Jimmy were skirting the long boiler on the catwalk. In the cab, Danny hoisted the reverse lever back, released the brakes and widened on the throttle. The big Mallet struggled away from the rotary.

The caboose lurched crazily against the heavy snow that had already drifted since the rotary had passed. Dan muttered a prayer. There was no use stopping. He'd know if the caboose jumped the track. It would probably derail the engine, and the whole works might go over the canyon!

IT WAS the longest, coldest, and most miserable mile in Danny's life. Would it never end? Icy snow bit at his rigid face as he craned his neck out trying to see around the lurching caboose. And then at last a red signal loomed out of the storm. A hundred yards behind it, the relief train's headlight! They had made it!

Danny slowed to a crawl. Then he saw the circular motion of a lantern. Back up signals! They were expecting him! They'd even dug out the front of their engine for the coupling. Danny eased the panting Mallet and the caboose to a joint.

Then the two powerful Mallets with the crummy between them took slack and attempted a start. Drivers spun on slick, snow-covered rail. Again they tried, gained six feet and stalled.

Finally, completely free, the relief train moved slowly ahead toward the rotary, with Danny Marvin, the valley hogger, at the throttle of the lead engine.

The rest of the trip for him was a blurry haze, induced by advanced fatigue. He found himself back at the throttle of the rotary, responding automatically to the communication whistle. The relief train followed. Dan couldn't say how much later it was when someone shouted; "Number Six's markers! Just beyond the signal. We made it!"

Danny closed the throttle to the last long blast of the whistle. Strong arms

helped him and Jimmy back through the snow and into a warm Pullman car. The last Danny remembered was flopping down on a bunk—clothes and all.

Hours later, Danny awakened. He looked out the window. It was late afternoon and the train was just pulling into Rockbrook! He began to get up. Before him stood superintendent Nathan Winslow and Leland Burdick.

"So you finally got your rest?" Winslow asked with a smile.

"Yeah," Danny grinned, "guess I did."

"Congratulations, Marvin. You did a remarkable job. Getting the relief train there prevented untold suffering. The Sierra Western is proud of you."

Danny shook hands then with Winslow and Burdick.

"You're a qualified mountain hogger now," Burdick said, and Danny realized that he meant it.

The mountain hogger hit the ground before the train stopped. Somehow, he wanted to get home quickly. All the way home he ran. Up the freshly shoveled walkway and into the old house he burst. Immediately, Lola was in his arms.

"Oh, Danny," she cried, "you came straight home. You're a hero—and a real mountain hogger."

"Did you get the train out, daddy?" the boy wanted to know.

Lola cut in, "Oh, darling, things have happened here, too. Yesterday the funny old guy next door fell off the roof shoveling snow. His wife called all the neighbors to help dig him out. Just his head was showing. We got him out okay. Only his dignity was hurt. Then we all had coffee." Blushing a little, Lola added, "The people here aren't like I thought."

"You shouldn't be shoveling in your condition," Dan said tenderly.

He had completely forgotten Midge Rawson and the Sierra Club. For him in that moment she was but a shadowy figure now and forever in his past.

Lola became thoughtful. "Oh yes, Dan. This came yesterday."

She handed him a letter from the table. Quickly he read it.

"Well, what do you know? Our Kent City lot has a buyer, and for the fifteen hundred we asked! This could be used as a down payment on that cute place south of town."

He looked anxiously at Lola. It was plain she was still a bit undecided. At length, she sighed: "We'll be out of this hole, anyway." ●

IN SEARCH OF STEAM

Mike Eagleson

ROYAL HUDSON LOCOMOTIVE CO., Ltd., has just leased their ex-Canadian Pacific 4-6-4 No. 2839, H-1c class, steam loco to the Atlantic Central R.R. Co. for five years. The latter is a steam excursion outfit offering day-long mainline fantrips in the Bethlehem, Pa., area. After a thorough overhaul on the Hudson's wheel journals and brake apparatus in Toronto by CP Rail's assistant roundhouse foreman, John Clarke, the loco was towed out of Canada to her new home in the U.S. While she was waiting clearance to cross the International Railway Bridge at Buffalo, N.Y., crowds gathered to gape at the now-rare passenger engine.

The 4-6-4 rode the rails behind two diesels on a long freight. Speeds of 55 mph were reached on the 500-mile journey to her new home. At no time did she run "hot," which would have indicated lubrication problems and excess wear on the journals.

Atlantic Central now owns two ex-Pennsy P-70 coaches and will acquire more to make a total of 11. They will be painted maroon, while the Royal Hudson will retain her distinctive livery, not departing from historically accurate railway preservation. Railfans in Canada who were sorry to see her go should remember that she was rusting away out in the open for nine years before the present owners bought her for operating purposes. Isn't it better to be running in CP livery in the U.S. than deteriorating on a weed-grown track in Canada? The Royal Hudson Loco. Co. is owned by four steam fans: Ron Ziel is vice president, public relations; I am president, and the remaining two owners prefer to be anonymous.

WHILE on a recent weekend in search of steam, I stopped by the Penn View Mt. R.R. at Blairsville, Pa., which uses ex-Mississippian 2-8-0 No. 76. Now awaiting repairs is 0-6-0 No. 8, formerly of Duquesne Slag Co. This 1923 Baldwin features a slope-back tender and is painted blue. The run on line, which operates on 4.5 miles of exciting 4 percent grades and two switchbacks along the slopes of scenic Chestnut Ridge. Unlike most tourist roads operating over pre-existing rail lines, this one was built new. Rail service didn't exist before in this area. Tape-recording fans shouldn't miss the sounds of the hard-working No. 76. At the crest of the hills she is right down on her knees, slugging it out at a walking pace. Her whistle echoes and re-echoes in the lush Pennsylvania countryside. (Photos on pages 20, 44, and 45.)

IF YOU were running a railroad, how would you like to be compelled to halt your passenger trains at each grade crossing and send a trainman from the loco to flag down automobile traffic? The Pennsylvania Public Utility Commission first ordered the New Hope & Ivyland to do just that, but then, on appeal, cancelled the arbitrary ruling. The line operates 16.7 miles of tracks through Bucks County, including scenic rides for tourists on its steam trains as well as freight services.

PUC also ordered the financially pressed line to repair or replace warning signs at crossings and repaint or replace any signs that have been removed. It also directed that certain other repairs be made. The line agreed to do this, but balked when PUC said their trains should not operate after dark. The PUC order came while an administrative judge for the ICC was holding hearings on a petition to reorganize or abandon the NH&I.

Ex-Canadian Pacific 4-6-4 H-1c class Royal Hudson No. 2839 shown in eastern Pennsylvania, where she is being restored to operating condition for fantrips.

Both photographs by Mike Eagleson

Penn View Mt. 2-8-0 76 at end of track by Blairsville station, waiting to pull out backward, May, '72.

AFTER several years of hard work and much expense, the Trinity Valley Railroad Club of Ft. Worth, Texas, finally got their little Mogul, No. 208, ready for service on the Texas Central out of Dublin this summer. Then the bureaucrats, armed with a new Federal law, declared the track was not suitable for passenger service. So now their "roll your own" operation has gone down the drain. I feel for you boys, but all I can do is offer sympathy. The club has a couple more irons in the fire, so all may not be lost; but after all the work they put into this project, it's very disappointing.

ANOTHER steam disappointment this year was the Arcata & Mad River in California. Simpson Timber Co. decided not to run the line this summer because "we have not been able to attract passengers to the 'Annie & Mary' to make the project feasible." However, Yosemite Mt. & Sugar Pine Railroad is operating this summer at Fish Camp, Calif., just 4 miles south of the Wawona entrance to Yosemite National Park. Shay No. 10 is running on a daily basis during July and August.

THE PRAIRIE DOG CENTRAL—made up of a steam locomotive built for the Canadian Pacific in 1882 at Glasgow, Scotland, three coaches, and a caboose—operated daily from Winnipeg, Man., and runs 15 miles out into the prairie, bound for Headingley. The regular two-hour trip departs Saturday and Sunday from Tuxedo at Wilkes and Elmhurst at 10 a.m., 12:30 p.m. and 3 p.m., during August. The September departure time on Sunday only is 12:30 and 3 p.m. Adults $2, children $1; under five, free. Charters may be arranged for picnickers, conventioners, or other groups of people seeking solace from cities and wanting a glimpse of the prairies with smoke and steam from a straw seat on coaches with big, oak-framed windows.

After 43 years service with CPR, Hap Hannigan is at the throttle of the loco. Four CPR crewmen and four buffs from the Vintage Locomotive Society operate the train. The City of Winnipeg bought the engine from the CPR in 1912 and later leased to the Society. The caboose is a gift from CPR. The Society is a non-profit organization with 25 members living in the Winnipeg area and operating the Prairie Dog Central as a hobby.

STEAM TRAINS are now running again in Britain on five stretches of line. Many steam preservation societies have locos housed nearby, but the number of runs is limited. The decision to operate more than 300 miles of track by steamers followed a detailed assessment of the potential revenue to be earned by British Railways, after an experimental run by the *King George V* last year. Results of the 1972 steam runs will be carefully monitored and the policy reviewed at the end of the year. Operators of steam runs will be responsible for coaling and watering, but footplate staff will be provided by British Rail.

STEAMTOWN has acquired the 2-foot-gage Steam Village R.R. from Gilford, N.H. Operation of at least one loco is expected some time this year following track reconstruction.

ROSS E. ROWLAND, JR., president of High Iron Co., planned what could have been a big steam event. He tried to set up a great locomotive chase around Horseshoe Curve featuring ex-Reading 2102, owned by Steam Tours, Inc., and Nickel Plate No. 759, from Steamtown. He hoped to stage this dramatic event Oct. 21, 22, and 23, from Harrisburg to Gallitzin, Pa., and return, each of the three days. However, Penn Central has turned it down. Too bad! It was a great idea. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

INTERESTING RAILFANS No. 117

RICHARD M. MURDOCK

by FREEMAN HUBBARD

MOST magazine editors have warm personal friends among their contributors. One *Railroad* author I liked and respected very much was William F. Knapke, first a boomer and then a Southern Pacific conductor until he retired, with whom I collaborated in writing a book, *The Railroad Caboose*. When Bill crossed the Great Divide on February 24, 1969, he lacked only a few months of being a centenarian.

Just 35 years previously, in our February '34 issue, I had published "Set-outs and Pickups," the first of many articles he wrote for us. That same issue carried a two-page illustrated poem, "Beverly Curve," by Ty Price, which made a deep and lasting impression on Knapke. You may wonder what all this has to do with Richard M. Murdock, the subject of our sketch, but you'll soon find out. The poem begins:

The Beverly curve is long and smooth
Where west the steel rails run
Past a brawling spring toward a wooded ridge
In the glow of the evening sun.
And every night as we swung that bend
In the cab of the Limited's mill
We watched the farm lights flashing by
In the woods of the tree-crowned hill.

In summer time on Beverly curve
When we watched the babbling spring
Charlie would shut off the roaring steam
Just to hear the crickets sing.
The hoarse exhaust as he'd open her up
Would deafen the countryside,
And he'd turn to me with a sheepish grin
As the song of the crickets died.
Each night for twenty years and more
He shut her off at the bridge
When we rushed along the Beverly curve
And whipped up toward the bridge.

He liked that sight, and he liked the job,
And many a time he'd say:
"That curve is the prettiest spot on earth
At the close of a perfect day."
Sure enough, when Charlie had passed
The lawyer read in his will:
"Scatter my ashes from out the cab
Of an engine on Beverly hill."

That engineer was a real person: Charles M. Smith, who spent 43 years in Pennsy engine service, died on Labor Day, 1932, and was cremated. The following January 12th his ashes were dispersed from the cab window of old 8152, on which he had pulled his last throttle—at Beverly Curve on the Panhandle right-of-way. "That curve," he had often said, "is the most beautiful spot I know." It is just north of 87th Street in Chicago; but Ty Price, writing from the viewpoint of Charlie's fireman, used poetic imagination in depicting it as a countryside. Here is the final stanza:

But when I ride the Beverly curve
And we tear up toward the ridge
I remember Charlie and how he used
To shut off at the bridge;
And whenever a job don't go just right
Or I need a lot of nerve
I think of the pal whose ashes lie
Scattered on Beverly curve.

Bill Knaple never forgot that poem. He said he'd like to have his own body cremated and its ashes strewn by a close friend, Dick Murdock, along the SP right-of-way on California's "Beaumont Hill" near the Garnet depot. That place held cherished memories. It was *his* "Beverly curve." There, as a freight conductor, he had once brought a runaway train under control. Naturally, he was proud of that and he wanted to sleep out eternity there. So after his death Dick and another of Knapke's buddies, "Old Flatwheel" William Jenner of Los Angeles, trudged along the track at Garnet one windy spring day, strewing his ashes from a small metal box to mingle with the dusty ballast

Two great *Railroad Magazine* authors, William F. Knapke (left), a close friend of Dick Murdock, and Harry Bedwell, are seen in the Southern Pacific depot at Chatsworth, Calif. Harry was agent-operator there. Both men died years ago.
Photographed February 13, 1951, by H.L. Kelso

This was Dick Murdock's first rail photo at age 9. Armed with a Brownie box camera our hero snapped engineer Billy Marks oiling around Southern Pacific 4-6-0 No. 2279 on the Santa Cruz branch at Los Gatos, Calif., Aug. 1926.
Both photos by Richard M. Murdock, 346 Valley View Drive, Pleasant Hill, Calif. 94525

and fresh wildflowers on the hillside.

Old Flatwheel recalls: "Dick marveled that so small an urn could hold all that was left of such a man as Bill Knapke. Before starting, we each fortified our selves by drinking a can of beer. Then we headed westward, Dick holding the box in his hand while a desert wind blew the ashes out. He walked in the middle of the track and I on the outside, watching for possible trains. By the time we reached the west switch, Bill's instructions had been complied with.

"Garnet was formerly called Palm Springs. It is now just a ghost of what it was in the glory days when Harry Bedwell, another great author, was the last second trick operator in that depot before CTC. There was something eerie and sad about it. Dick said the railroad had lost its charisma with the passing of steam. I was thinking of the old telegraph bay, the murmur of relay and sounder, and the lantern light as conductors came along to the train-order office, and the red and green of the train-order signal lamps, with the semaphore arms themselves starkly against the sky on a windy, desert night."

DICK MURDOCK is a Southern Pacific engineer in the Oakland-Roseville freight pool. As an author with a feeling for rail lore, he has done many fact and fiction pieces for us and other publications. One of his best stories is "Mountain Hogger," reprinted in this issue. Old Flatwheel says it's partly autobiographical. Born in Oakland on May 15, 1917, Dick was the second son of a real estate executive who met an untimely death due to the big Depression. His mother followed "from sunlight to the sunless land" in 1958. Meanwhile, as soon as he could roam down to the tracks he fell in love with railroading. Trains entering and leaving the Oakland Mole fascinated him. So did the Key System's smooth-riding streetcars and interurbans.

At age six, while summering by California's Truckee River and watching a work-train crew spread ballast along the old narrow-gage line to Lake Tahoe, he was invited by the hogger to take a short ride in the cab of their diamond-stack woodburner, which he did. It thrilled him. Two years afterward he moved to Los Gatos, California, with his brother Steve and their governess, "Ma" Cole, to a house beside the SP's then-busy Santa Cruz line. One memorable day a fireman named Ray Barber gave the two boys a cab ride in the clanking, smoky 2948 while she switched a cannery. It was Dick's second engine-cab thrill and it helped to determine his future.

Time pushed on. He graduated from high school in 1935, but flunked out of San Jose State College 3 years later, although he had played football there and set a track record by making a fifty-yard dash in 5.6 seconds. Around that time he did two things. He married Arlene Griffin, a lanky, attractive lass, on a lazy September morning when goldenrod and falling red leaves dotted

Southern Pacific's Port Chicago, Calif., station as it looks today. Balefully watching Dick's camera, while trotting across the tracks, is his dog, Kodiak.

(left) Only daughter of Richard M. Murdock, Mrs. Joanne Burke of Elizabeth, N.J. (right) In this jolly picture taken in the fall of 1958 his wife, Dorothy, is shown with their two sons, Richard, Jr., and Randy, at Walnut Creek, Calif.

the trackside. He also went firing on the SP's Western Division, his first work date being on a midnight yard goat at East Oakland on September 6, 1941.

More pages were torn off the calendar. One surprising day in 1946 Dick found himself firing for his old benefactor, Ray Barber, now an engineer, on an Oakland-Roseville drag freight—what a joyous reunion! (Ray has since retired, lives in San Jose.) And in 1951 our *Interesting Railfan* traded jobs with another ashcat, just as the hero of his "Mountain Hogger" did; and for nearly five utterly satisfying years he saw mountain service on the Shasta Division in steam's twilight era, before returning to Oakland. Promoted to the right side of the cab on December 6, 1952, he didn't begin to run regularly until about eight years later. Meanwhile, his wife had given birth to a beautiful daughter, Joanne, who is now Mrs. Jerry Burke of Elizabeth, N.J., with a little tot of her own named Debbie.

"Dad and I have a great relationship," Joanne tells me. "He is kind and considerate. Every summer when I was a child we'd spend a month camping in northern California. He played the guitar. Friends from a camp site near ours joined us at times and they, too, played musical instruments. Our campfire evenings of dancing shadows from the flickering flames were filled with singing our lungs and hearts out to the tall timbers. Dad also likes motorcycles. I remember flying along seated behind him on his Harley-Davidson and loving every moment of it.

"Some years ago," she continues, "Dad and my uncle, aunt, and grandparents bought forty acres of unspoiled wilderness land in Calaveras County, about 80 miles from their home. That place is my father's retreat from the pressures of civilization. It's his wildlife sanctuary. There he can unwind, enjoy country music, and fish at leisure in a well-stocked private pond. He also does some of his best writing there. But he never goes hunting; he is too humane to shoot birds or animals."

Dick's first marriage lasted only about four years. His present wife is the former Dorothy Smith, whom he met in Martinez, where she worked as a clerk in an oil refinery. Dark-haired, brown-eyed, with a stury figure and fine tapering legs, Dorothy was a shy lass who enjoyed tumbling, knitting, camping, hiking, and making artificial flowers.

Unlike your editor's wife, Dick Murdock has no Indian ancestry; but he did send up smoke signals as a means of communication. One of his SP friends, H. M. Vawter of Oakland, tells me about it. After Dick had quit his truck-driving job, he fired a switch engine at Martinez. Whenever the yard goat passed the building where Dorothy worked he would send up pre-arranged smoke messages to her. She'd be standing on the roof waving ecstatically and blowing kisses. Well, as the story goes, his engineer, Ralph Hudson, got wise to Dick's method of writing love letters in the sky. So one day Hudson insisted on trading jobs with his ashcat just before they came to the building, and sent up the smoke signals himself. On that day at least, poor Dorothy didn't know with whom she was flirting. But on March 31, 1945, she and Dick finally got married in the gambling city of Reno, Nevada; and in time they produced two sons, Richard in 1947 and Randy in 1952.

"Before we had any kids," Dorothy writes, "we often took off on the spur of the moment in our old 1932 Chevrolet with a railroad lantern for a tail light, stopping now and then to see if it had burned out. We had a double sleeping bag, but sometimes hardly any money. Once we went to the Klamath River and got caught in a heavy downpour. I felt water in the sleeping bag. Dick told me to keep quiet and go to sleep. Well, I can take it if he can, I thought. Next morning we found that the water had been leaking through my side only, not his.

"Dick can sleep anywhere, and he seems to need a lot of it. He likes to go to bed early while I stay up late. I don't like liquor; but he does, so I make sure there's always some in the house. Same with fishing. I don't care for it, but he finds it great fun. So when we go fishing I take along my reading and knitting to pass the time pleasantly. He doesn't care for TV, but I'd be lost without it, especially when he is out on the railroad."

RAILFAN No. 117 is a rather handsome six-footer with thinning brown hair gray at the temples and clear blue eyes. His weight stays in the 170-180 range. As a youth his face resembled Bing Crosby's, but it doesn't now. I recall the smile that lit up his features like a mountain sunrise when he breezed into my office on an eastern vacation a year ago.

"I keep physically fit by not riding anywhere I can walk," he says, "and do some jogging now and then. My wife and I like to hike when we are camping. We are both non-smokers. Dorothy is a teetotaler. Gin and tonic is my own favorite hot-weather drink. She is a devout Seventh Day Adventist. I don't belong to any church, but am a Mason. Even so, we get along beautifully together. Quoting Fannie Hurst, 'the dew is still on the roses'."

Eager to broaden his horizon, Dick

took a correspondence course in free-lance writing. He studied during slack time on a yard switcher in the same refinery where he used to drive a pick-up truck, and it paid off. He has sold about 80 stories and articles to national publications, beginning with a true tale in *Railroad* in August, 1949, and including *Boys' Life,* confession magazines, and trade journals. He has also done newspaper columns. One story of his was adapted for educational TV, translated into Braille for the blind, and reprinted in a school reader. A recent piece he wrote for the *Port Costa News* told about a solo walk he took across Death Valley.

In contests for 25-word statements, slogans, and last lines of limericks he won such awards as a gleaming new 1957 Pontiac, bicycles, radios, electric appliances, a tinplate train set, an all-expense trip to Hawaii for man and wife and an exciting five-minute free shopping spree in a local store, during which brief time Dorothy managed to corral about $100 worth of groceries! That's an impressive list. The only prizes I ever won in writing contests were $15 in cash from a religious weekly and two loaves of whole wheat bread.

His brother Steve, living in uptown New York, tells me: "Dick's real name is Ritchie McKee Murdock. Mother named him after some Maryland relatives. However, he has always been called Dick, and one day he adopted the more conventional Richard. Incidentally, mother's maiden name was Warfield. We are second cousins to the Duchess of Windsor, whose ex-King husband died a few months ago.

"As boys, we had a fairly large O-gage Lionel outfit. But we preferred the real thing and spent many happy hours hanging around depots watching trains. From 1925 to 1931 we attended a private school in the Santa Cruz Mountains near Los Gatos, where my brother became a first-rate bugler. It wasn't a military school, but they used bugles in calling the kids to meals, assemblies, and the like. Later, Dick learned to play the piano and the guitar, which makes him the family's only musician."

No. 117 is an extrovert. He is gregarious, has a fine sense of humor, is energetic and well-liked, and is a loyal union man, meaning in his case the United Transportation Union. His popular series of articles on quaint old SP depots in this magazine included one on Dunsmuir, California, in January, 1969. On this piece he was helped by Rex McMillam of Dunsmuir, a hogger for whom Dick had worked as fireman on both steam and diesel power, and Annie Fussler, who had settled in Dunsmuir in 1885, the year before the SP came. Annie died a few weeks ago at 94, five years younger than Bill Knapke.

"I first met Dick in 1952," says engineer McMillam. "He was hostling when two diesel units broke loose and ran wild over the derail in snow four feet deep. Dick was on another engine. He didn't know about the accident until I climbed into the cab and told him. But I think he got away with it and was not disciplined."

"Rarely do switchmen speak favorably of engineers, but I've never heard one belittle Dick Murdock," says switchman John F. Cody of Benicia, California. "That guy enjoys good fellowship, good drinks, and good jokes." Mrs. Audrey F. Ogden of Oakland, who has known Dick for about 30 years, finds him "charming, uninhibited, and hilarious."

With such opinions I agree. Although I am far from Puritanical, I cut out an amusing true incident about a mule from one of Dick's original manuscripts because it seemed too Rabelaisian for most of our readers. Changing the subject, John Cody admires Dick for his willingness to aid other people. For example, a man named McGrath phoned the Port Costa yard office for facts on steam engines to be used by his son in a class assignment. Dick volunteered to help. He set up an interview for himself with McGrath and the boy.

"I was happy to do it," he said afterward. "We've got to nurture those kids who are interested in railroads. Maybe then they'll let up on the rock-throwing as our trains go by."

One of Dick's minor hobbies is photography. He took his first photo with a Brownie box camera in 1926. It showed a hogger oiling around SP steamer 2279 at Los Gatos station. Some of his best shots were made to illustrate his depot articles.

"I envy the way fellows like Virgil Staff and Bill Morgan include luscious females in their rail pictures," he sighs, "but that's their thing. Mine is mostly writing and throttle-jerking."

His modest rail library has about 50 books, besides an extensive lot of railroad photos, drawings, and paintings. Among the modern celebrities who have influenced his life are Napoleon Hill, author of *Think and Grow Rich;* suspense writer John D. McDonald; two of the Kennedy brothers, John F. and Robert; and Bob Richards, a writer-artist who was managing editor of *The Territorial Enterprise* in Virginia City, Nevada, during the 1950's when Lucius Beebe and Charles Clegg owned that fabulous weekly.

"Also Bill Knapke," the engineer adds. "Although I knew him for only ten years, I found him to be a great railroader, patient and understanding. He offered much encouragement in both my writing and my railroading. A rough draft of his life story, entitled *Rolling Wheels,* has come into my hands and I am rewriting it, hopefully for publication." ●

Dick on SP 2762 on Aug. 2, 1943, at Port Costa, Calif., following sideswipe.

STEVE MAGUIRE'S

TRANSIT TOPICS

MOSCOW's Metro (subway) has 91 stations. For reasons of security President Richard M. Nixon did not see any of them on his recent visit to the Soviet capital; but his wife did. When Mrs. Nixon rode the line, the first car on each train entering Turgenevskaya station was empty, also for security reasons. Each of the 91 stations is distinctively unlike the rest. All are world-famous for their architecture and art displays. Unlike the subway stations in New York, Philadelphia, Boston, and other American cities, those in Moscow are not only art museums of a sort but are kept scrupulously clean, mostly by female labor. The Russians wouldn't tolerate graffiti there.

Novoslabodyskaya has bright stained-glass windows picturing flowers with worker themes, a large mosaic figure of "Mother Russia," and a peace slogan. Another underground station boasts glittering chandeliers and massive-vaulted gilded columns. Some vaulted openings are adorned like a gay *kokoshnik*, a regional type of women's hat. The spacious tile floor and mosaic ceiling at Byelorusskaya honor the Byelorussian peasant life. So does the statue of a laborer, a soldier, and a farmer that symbolizes the defense against the Nazis in World War II.

Decorating the ceiling recesses in Maykanovskaya station are intricate mosaics by the artist Deineka. Stainless steel fills the archways. Polished marble is used throughout the Metro system because it is beautiful, durable, and washable. Ceilings are flat or sculpted with geometric panels, some with hammered metal coping at the edges. And here is a fact not generally known: each Moscow Metro station has a hidden TV camera, placed there for several reasons, one of which is to discourage vandalism. A similar device will be installed in the stations of the District of Columbia subway now being built in the U.S.A. The Washington officials planning their own line consulted Metro experts in the Soviet Union and elsewhere.

Oldsters recall Philadelphia's "Bridge of Sighs" across Market Street to and from the Pennsy stronghold, Broad Street Station. Beneath it ran horse-drawn vehicles and Philadelphia Rapid Transit Co. streetcars. Photo dated Oct. 2, 1907.
From H. Albrecht's book, "Broad St. Station" (40 Wilton Ave., Clifton Heights, Pa. 19018)

Unusual and brilliant lighting is featured in Moscow's underground system. It is almost as varied as the other decorations. There are fluorescent rectangles and tubes, daintily etched concave glass shades, bulbs in glass basket containers, and exquisite rings of tiny lamps, each with an individual glass protector. According to Alan Emory, who covered Nixon's visit for the *Long Island Press*, the Metro trains give fast, smooth rides with virtually no sway. There is no straphanging. Instead, the passengers who stand when the trains are crowded can hold onto long, gleaming, metal bars—a modern convenience which New York recently adopted for its newest subway cars.

The five Metro lines that crisscross Moscow from one edge to the other intercept with a sixth line that forms a ring around the city. Total length, about 100 miles. The fare is very low—five kopeks (equivalent to six cents) for any ride or series of rides that do not involve going outside any station. After passengers have paid their fare, escalators take them down to several train levels. The crews consist of men and women, smartly red-capped in black uniforms.

Trains are two-toned—light aqua on top, royal blue below. They usually make about 25 miles an hour but can hit 50; and they run with precision, one arriving every 90 seconds during rush hours.

A time block at the end of each platform tells the motorman when he has overstayed his schedule. It lights up the progress every five seconds. Unlike American subway trains, those in Mos-

Passenger train of the Shipyard Railway, operated by the Key System, Richmond, Calif., in '43.
Paul Wissler, 48 Fortuna Ave., San Francisco, Calif. 94115

cow have special sections to accommodate invalids; and Russian passengers are spared the annoyance of being compelled to look at commercial ads in trains and stations.

THE DESIGN for a new type of American streetcar to replace the time-honored PCC has finally been resolved between dissimilar plans submitted by San Francisco and Boston transit services, each of which first viewed the modern vehicles now being used in Europe and then submitted its own ideas. San Francisco Municipal Railway had already placed its choice of a proposed trolley up for bids, but the bids actually received far exceeded the anticipated cost, Harre Demoro reported in the *Oakland Tribune*.

The word *tram* has begun to come into common usage in this country since American transit officials inspected Europe's tramways. The new American tramcar will be shorter, narrower, and slower than the one designed for "Muni" in 1970 by Louis T. Klauder & Associates. Also, the type used in San Francisco will not be air-conditioned and will have fewer doors and smaller windows.

According to Harre, the Federal Govenment declined to help Muni buy the trams unless specifications were adopted for a car that other cities could use. Meanwhile, Boston was planning to test a German-built "Du-Wag" tram. Then President Nixon's surcharge on foreign goods doomed that idea. As a result, the U.S. Department of Transportation ordered Muni and the Massachusetts Bay Transportation Authority to work together.

The nine-foot-wide body wanted by Muni was shaved by four inches to fit Boston's tunnels, some of which are over 70 years old. Speed was cut from 65 miles per hour to 55. Length was trimmed two feet to 70 feet. The result is a tram four inches narrower than present San Francisco trolleys, but with more knee room than present cars have.

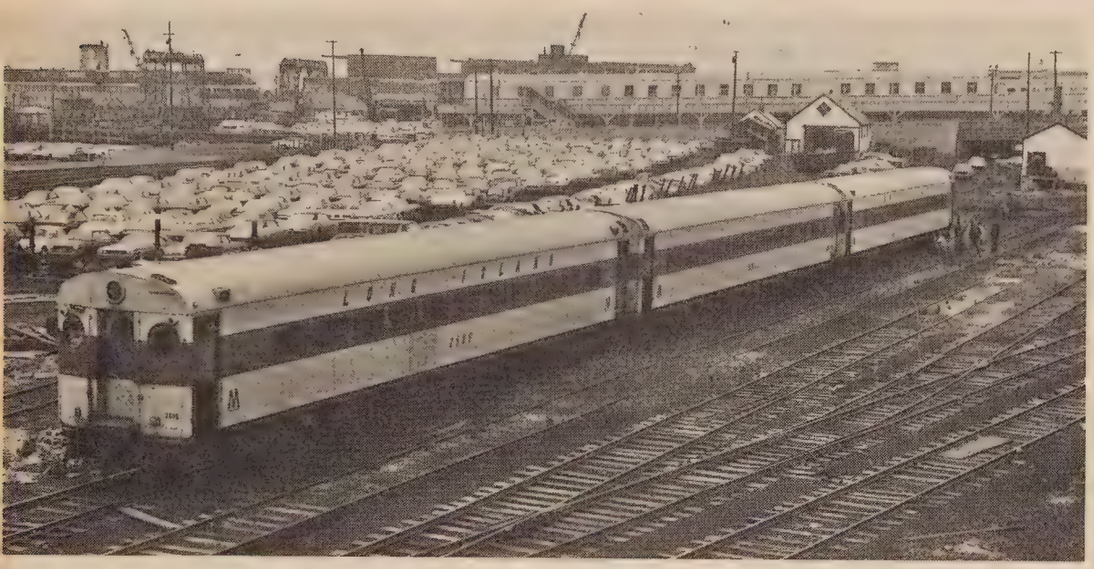
This summer, after trolley builders look over the proposal, the specifications will be put out to bid. Muni is expected to order 80 cars for delivery in late 1974, and Boston, 150. Philadelphia's Southeastern Pennsylvania Transportation Authority (SEPTA), a late-comer to the project, wants 40 to 50 cars. U.S. aides expect transit systems in Newark, N.J.; Shaker Heights, Ohio; El Paso, Texas, and possibly Pittsburgh, Toronto, and Mexico City to order trams later.

Two Gullivers and a Lilliputian car. Chicago Transit Board Chairman Cafferty (right) unveiled a six-foot model of the new rapid transit cars recently. 100 cars are due for this styling.

Boston's cars will be air-conditioned. The fact that Muni's won't be is doubtless due to the milder temperature in San Francisco. But the Muni cars will have ducts that could be adapted to air-conditioning, if needed, at some future time.

TORONTO Transportation Commission appears to have postponed its plan to co-operate in a joint purchase of

Stephen D. Maguire, P.O. Box 51, Belman, N.J. 07719



(top) First official run of former Long Island R.R. air-conditioned cars on Staten Island Rapid Transit at Great Kills on June 15, 1972. (bottom) Close-up view of LI train in St. George S.I., Terminal. As part of MTA program to upgrade service on the island, train runs during morning and evening rush.
Metropolitan Transportation Authority

new trolleys. Instead, it is embarking on a program of rebuilding its entire fleet of more than 400 cars, as we learn from two Ontario readers, Harry J. Ebert of Toronto and Thomas Wilson of Brockville.

This year the first stage of the program involving 50 cars will be completed on a 12-vehicle assembly line in TTC's Hillcrest shops. Sixty-five men are rebuilding the cars from the rims of their steel wheels to the tips of their trolley poles at the rate of one every three days. This phase is costing the commission $800,000, or an average of $16,000 a vehicle. Some of the rebuilt cars are already in service.

Placed on the assembly line, the cars are literally torn apart. Seats are removed, floors are taken out, and wheel assemblies are taken away for complete overhaul. Replacement is made of almost everything but the outer shell of the cars, which is often so badly corroded that repair crews have to patch large areas.

The control cables, which had been inclosed in metal sheathing under the floors, are being replaced and put into plastic tubes along the side of the car away from the constant corroding effects of snow-melting salt in the streets. At the same time, workmen are improving on the original design. For example, sandboxes over the front wheels, connected to a control on the instrument panel, often didn't work well because the sand got damp and hard. The new sandboxes also are connected to a heating duct which keeps the sand warm, dry, and free-flowing.

Ralph Day, the TTC chairman, says the Commssion plans to rebuild its entire fleet eventually. It has 350 streetcars in regular daily service and about 70 others on standby or surplus. In recent years it has sold 140 streetcars to Egypt and 10 to Mexico and has scrapped 75 cars that were useless.

A THREE-CAR train of former Lor .land Rail Road cars was placed in .vice on the Staten Island Rapid Transit line on June 15th. If the service provided by these cars proves successful, more of them will be brought to the SIRT line by the Metropolitan Transportation Authority which controls both the LIRR and SIRT.

The LIRR cars were built in 1955. The old SIRT equipment, which dates from 1923, is sadly in need of replacement. Besides the benefits of newer equipment, the LIRR cars are air-conditioned—something Staten Island riders will appreciate these hot summer days. However, the use of such cars is only a holding action, says the MTA, which plans to operate them only until a new fleet of new air-conditioned subway-type cars 75 feet long have been ordered and built for the Staten Island line.

CANADA's first operating trolley museum, the Halton County Radial Railway at Rockwood, Ont., celebrated its official opening on June 25th with the traditional ribbon-breaking ceremony. The four trolleys now used on this line include ex-Toronto open car 327. June 25th also marked the 18th anniversary of the arrival of the first trolleys on the museum property at Rockwood. These were ex-Toronto passenger cars 1326 and 55. Since 1954, much effort and labor has gone into this museum line, which is built to Toronto's odd track gage of 4 feet, 10¼ inches. Further details, including maps and the monthly *Radial Report* bulletin, can be had from Ontario Electric Railway Historical Assn., Box 121, Scarborough, Ont., Canada.

BODIES of two former Cedar Rapids and Iowa City interurban cars (originally Cincinnati & Lake Erie equipment) have been saved and eventually may be restored for operation, according to L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. Ex-CR&IC interurban 117 was shipped from Iowa to the Magee Transportation Museum at Bloomsburg, Pa. It arrived April 29th and is now being cleaned and given emergency repairs to prevent further damage. An identical car, No. 110, remains in Iowa.

NEW YORK STATE's Governor Rockefeller signed, on May 30th, legislation setting up a Transit Construction Fund in New York City with power to issue up to $250 million in bonds. The proceeds are to help enable the city to finance its share of building new

mass transit facilities without exceeding its debt limit.

The Metropolitan Transportation Authority has been awarded $63.5 million in Federal funds to help buy 320 new subway cars from Pullman Standard, plus $25 million toward building the proposed 2nd Ave. subway, which will eventually run 4.7 miles from East 34th to East 126th Street in Manhattan. Total cost of subway building is put at $381 million. The new cars, soundproofed and air-conditioned, will be painted bright colors, with special facilities for the handicapped and elderly.

SUBWAY riders in New York continue to note with dismay an increasing epidemic of graffiti scrawled over the station walls and the inside and outside of subway cars and buses, usually by dim-witted teen-agers and younger brats using Magic Markers, brushes, and paint-spray cans. In addition to four-letter words and obscene drawings, you can find names of individuals and clubs and gangs in all boroughs. The whole interior of some cars is made hideous with these ugly marks, not to mention newspapers and other trash scattered on the car floors. You might think the youthful misfits would pass up the exterior of the older subway cars, which are a drab, dirty brown; but no, they use a white spray there, thus making additional work for car cleaners.

Yet, according to *The New York Times*, there are ways to offset the efforts of graffiti artists. From a yellow jelly called DWR (Dirty Word Remover) to a plastic "armor" being tested on General Grant's tomb in uptown Manhattan, new techniques are competing with one another to outwit the public scrawlers. A Moorestown, N.J., manufacturer of industrial chemicals is selling from 5,000 to 8,000 gallons of DWR in a six-month period ending this summer.

A just punishment was meted out to two teen-age boys who were caught recently defacing subway cars with spray paint. Judge Shirley Kram ordered them to show up at the West 157th Street subway station of the Broadway line and start scrubbing with solvents provided by the Transit Authority. The TA says it costs over $500,000 each year of taxpayers' money to remove the scrawls made by vandals, besides which every station porter has to spend an hour a day on it.

Over in New Jersey, the Newark city subway also was damaged and defaced by vandals, this being done during the recent 75-day strike against Transport of New Jersey, writes Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028. All of the line's signals, both on the surface and inside the tunnels, were smashed and their glass lenses were broken. As if that weren't bad enough, degenerates dumped trash, garbage, old furniture, mattresses, and the like on the tracks. Bruce says the place looked like a city dump!

Oddly enough there has been very little evidence of graffiti or other vandalism on the Port Authority Trans Hudson (PATH) rapid transit trains running between Newark and New York City. We wonder why.

Meanwhile, Boston has launched what it calls "Operation Tally-ho," a drive to curb vandalism by removing young truants from its subways. The program is waged jointly by school truant officers, police, and the Massachusetts Bay Transportation Authority. Police converge on stations without warning and arrest school-age children who are truants. There is no timetable for these raids, sporadic checks being found to be more effective. On a recent roundup at the Washington, Park, and Essex stations during school hours, 140 absentees from classes were picked

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Trolleyfans traveling in Dixie this year will still be able to see this late night scene in a New Orleans carbarn.

up, thus removing potential vandals and mischief-makers from the subways.

Also in the Boston area, MBTA is erecting a new car repairmen's building at the Mattapan yard of the Ashmont-Mattapan trolley line in a continuing effort to make this isolated route self-sustaining for maintenance. Last fall a new repair pit was installed there, which eliminated the cost of sending cars all the way to the Eliot Shops at Cambridge.

WASHINGTON'S new rapid transit cars will be running in New Jersey long before they reach the District of Columbia, reports Norman R. Seidelmann, 2237 38th St., Pennsauken, N.J. 08110. He tells us that Port Authority Transit Co. (PATCO), operator of the high-speed line between Lindenwold, N.J., and Philadelphia, has agreed to let the new cars being built for Washington Metropolitan Area Transit Authority (WMATA) be tested first on the PATCO tracks.

The new Washington subway is expected to be opened about July 4th, 1974, and the first new car should be ready early that year.

In the tests, a two-car PATCO train and a two-car WMATA train will carry instruments measuring their riding qualities and will run at night when traffic is light. No commuters will ride on these special trains. The Washington system will pay for all labor, material, and power used in the experiments.

The initial section of the capital's system will be a 4.6-mile length of subway within Washington. Under present plans, 1979 will see the system with 98 miles of subway, surface, and elevated rail transit lines extending into the city's Maryland and Virginia suburbs.

AGAIN the El Paso streetcar line that crosses the International Bridge into Juarez, Mexico, has been idle for months while repairs were made along its route, necessitating de-activation of the electric wires. For those who wonder why a bus company continues to operate a single trolley line so many years after all other trolley routes in the area have been abandoned, Herbert H. Storm, 66 S. Pleasant St., Randolph, Vt. 05060, recalls a conversation he had the other day with E. J. Diaz, vice president of El Paso-Juarez Transportation Co.

Mr. Diaz said that streetcars regularly cross into Mexico because a law forbids foreign-owned companies to operate buses in that country. So, by running trolleys, the company takes advantage of the Railroad Act between Mexico and the U.S. that permits an interchange of railroad trains across the border. The route is a loop line with 1.7 miles of track in El Paso and 1.4 in Mexico.

MINNESOTA Transportation Museum reports that its operating line is just about completed as far as the Wm. Berry overhead bridge on the old right-of-way. This will recreate the service pretty much as it was in 1952 on the old Twin Cities Rapid Transit line between Linden Hills and 42nd Street. Copper wire for catenary yet to be erected is being obtained. We hope operation under trolley wires can begin next year. At present, the trolley is powered by a four-wheel generating unit attached behind it. The museum seeks additional cars, especially ones built in Minneapolis and used on the old TCRT. Only two are known to have been saved out of the 1,200 outshopped by TCRT between 1898 and 1916. MTM owns No. 1300, while a Maine museum has No. 1267, which it says is disused and rusting away.

MTM has acquired the body of an ex-Duluth four-wheeled passenger car, No. 78, built by Laclede Car Co. in 1893, and aims to restore it to operation. The Minnesota museum also owns a diesel-electric loco No. 100 from the old Dan Patch Line, a truly historic piece. This very early motor was electrified and used on the Northern Pump Co. line in Minneapolis during World War II. Later it was returned to diesel status. Plans call for its restoration to original condition and the Dan Patch colors.

WILLIAM C. KESSEL asked in the June *Mail Car*: "Why were so many miles of odd-gage trolley-line tracks laid, especially in Pennsylvania?" Edward Wenmore of Indianapolis replies: "The first horsecar line in Pennsylvania was built in Philadelphia in 1858 on Fifth and Sixth streets. When the franchises for this and other lines were being doled out, the State Legislature passed a law requiring all street railroads to be built to a gage different from that of the steam railroads to prevent the latter from using horse railroad tracks to haul freight along the streets. This caused the adoption of 5-foot 2¼-inch gage in Philadelphia, 5-foot 2½-inch gage in Pittsburgh, and other odd gages in the state."

COPENHAGEN had a giant farewell for its old streetcars on April 23rd. After 109 years of service, the last one was retired on the night of April 22nd, and new buses took over. All models of trams used since 1863 made a last slow run through the Danish capital, accompanied all the way by thousands of sentimental Danes, some misty-eyed, some making photos with flash bulbs.

ANNAPOLIS, Md., on May 22nd was the scene of the Mass Transit Administration's unveiling of a 9-foot model of the new type of subway car destined for Baltimore. Governor Mandel and other officials attended. The full size car will be 75 feet long, 10 feet wide, and 10 feet, 8 inches high. It will seat about 80 people, and accommodate the same number standing.

The exterior of the car will be of brushed aluminum or stainless steel, with a blue and green stripe containing the MTA logotype. The interior will be orange and beige with wood-grain paneling, and upholstered seats.

Each car will have six double doors and permanently sealed windows of dark tinted glass. The cars will be air-conditioned and soundproofed. Loudspeakers will be used to announce station stops, reports Fred Scharnagie.

The car was designed by Sundberg-Ferar of Detroit, the firm that designed the cars for the San Francisco Bay Area Rapid Transit system, the Washington Metro and other systems. A train will have from two to six cars, and speed up to 75 miles an hour.

Walter J. Addison, the state mass transit administrator, says that a request for money for the final design of the cars would be included in the application for Federal financing of the Baltimore rapid-transit system that the agency is now preparing.

New Electric Publications

***Indiana Revisited*, by William F. Nedden, 22 pages, 6x9″, stapled binding, may be had for $1 from the author, 3430 N. Cramer St., Milwaukee, Wis. 53211. It consists of three separate nostalgic accounts: trolley rides to amusement parks along the Ft. Wayne & Wabash Valley, details of the grisly Kingsland wreck of 1910 told by eye witness, and humorous accounts of the bygone Lafayette, Ind., streetcar system; but the brochure is not illustrated.**

***Cars Stop Here*, subtitled *A Brief History of Street Railways in Tucson, Arizona*, by John A. Haney and Cirino G. Scavone, has 18 pages, 8½x11″, and stapled binding. You can buy it for $1 from Tuscon Corrad of the Westerners, 1937 E. Blacklidge Dr., Tucson, Ariz. 85719. It was the spring '71 publication of the non-profit Tucson grocp. Photos and data from local sources have made a lively account of a small trolley system you rarely hear about. Tucson had mule-drawn cars from 1898 until 1906, when it bought four passenger trailers from the Los Angeles Railway and motorized them as the city's first trolleys. In 1916 four new little cars were purchased; the entire Douglas, Ariz., system. The Tucson line lasted until buses replaced it in 1930.** ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

HOBBY CLUB

conducted by Sy Reich

THE RECENT 51st annual meeting of the Railway & Locomotive Historical Society, Inc., in Boston, re-elected Howard F. Greene as president and elected William S. Webber, Roselle Park, N.J., financial secretary and Samuel J. Gilfix, Medford, Mass., treasurer. Named as vice president-at-large and director was Gerald M. Best, Pasadena, Calif. Other directors elected were Everett DeGolyer, Dallas, Texas, and James Plomer, Milford, Ont., Canada. Robert M. Hanft, another Californian from Pasadena, and author of *Pine Across the Mountain,* takes Jerry's place as Pacific Coast resident vice president.

Best is a well-known rail author and historian; he now has the position held by the late D.W. "Doc" Yungmeyer, while DeGolyer owns one of the largest railroad picture collections in existence, and Plomer is distinguished for his knowledge of Canadian rail history. Named as honorary members were W. Graham Claytor, Jr., president of the Southern Railway System, and Paul Cherington, a Harvard U. professor.

Seventeen directors and officers of the new Tourist Railway Association, Inc., attended a recent meeting in the old Jersey Central station at Lebanon, N.J. The group has 42 paid-up members. It was formed in Chicago last February. Its president, Ross Rowland, Jr., appointed committee chairmen:

Sam Freeman, Black River & Western, insurance; John A. Rohar, safety; Wesley D. Camp, Jr., mechanical; George R. Greenacre, by-laws; John P. Killoran, American Short Line Railroad Association, affiliation; George A. Pins, Federal Law; Robert E. Keller, Scenic Railways, Inc., publications; William B. Stewart, public relations; Victor J. Campbell, industry data and equipment & operations co-ordination, and James A. Neubauer, Kalmbach Publications, Milwaukee convention. The next board meeting is tentatively set for Indianapolis in September.

Central Pacific 233, built in 1881 for Oakland commuter service and later displayed for 20 years in an Oakland park, has been given to Pacific Locomotive Assn. on condition that it operate her with steam within two years. The 2-6-2 will be restored on the group's Castro Point Ry. at Richmond, Calif. Taking her picture is Margaret Wurm, daughter of Ted, one of our *Interesting Railfans.*

(June 20, 1972) Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

Louisville & Nashville acquired a GM BL-2 diesel when it took over the Monon. BL-2 No. 32, will be preserved and displayed at the Kentucky Railway Museum in Louisville. The museum says it will repaint No. 32 in her original Monon black and gold color scheme. Railfans will also see L&N E-6A No. 770, a L&N Pacific, a C&O 2-8-4 and a USRA 0-8-0, as well as a collection of rolling stock.

Mrs. Ruth Blount, widow of Nelson Blount, has given the Foundation the 84 acres where Steamtown has its permanent home (Riverside, north of Bellows Falls), thus paving the way for final implementation of the master plan for Steamtown. Construction is planned for the erection of a loco shop and storage building. Steamtown has taken over the former Green Mountain Railroad excursion operation between Riverside station and Chester Depot, Vt. Use of the Green Mountain trackage is under a lease arrangement. No. 127, an ex-Canadian Pacific 4-6-2, is operating daily through Labor Day but will revert to a weekend-only operation through October.

Also at Steamtown, an antique baggage car has been converted into a photographic gallery. Space is provided for the exhibition of numerous framed and mounted photographs, old and new. Railfans having good photos suitable for display should contact Fred Bailey, assistant director, Steamtown USA, Box 71, Bellows Falls, Vt. 05101.

Wendell Lemon, 30 Huron Ave., Nashwaaksis, N.B., Canada

Canadian Pacific train 99 leaving Chipman, N.B., on July 31, 1971. This bridge has been condemned since last March. A small CP switcher is kept there to do all local work. Canadian National now supplies and takes away boxcars from the CP yard there. Not even an empty boxcar is pushed across the wobbly bridge today.

Gary Oslund, member of Alaska-Yukon Chapter of NRHS, licked the snow and ice of our largest state this past winter by working with his wife at Florida's Disney World. Gary worked as a driver on the monorail and took a training course on the steam locos there.

Residents of Shelburne, Ont., call it their longest antique. It's the Canadian Pacific station, 30 miles north of Toronto, unused since passenger service was discontinued through Shelburne in the fall of 1970. The depot was moved to a new site five miles south of town and has become the home of C. Peter Spring, a Toronto public relations man.

How many cities go out of their way to help railfan clubs? Selma, Ala., was cited recently by Heart of Dixie Railroad club for its great co-operation in helping to make their Robert W. Kincey Specials successful.

Boston & Maine local D-4 recently dropped a former Long Island m.u. coach No. 4137 at the siding in Kennebunk, Maine. The car, with owl-eye vestibule windows, will be trucked to the Seashore Trolley Museum at Kennebunkport.

Ron Jones, curator for the Mid-Continent Railway Historical Society at North Freedom, Wis., has come up with a genuine Chicago & North Western air-clapper type bell for the Society's ex-C&NW No. 1385—the kind that many Wisconsonites remember on their locos.

Railfans visiting the state this summer, besides riding the 5-mile track at Mid-Continent, can see a good display of steam at National Railway Museum at Green Bay. The Wisconsin Electric Railway Museum at East Troy, southwest of Milwaukee, plans to run an interurban over the 7-mile Municipality of East Troy Railroad, a remnant of the former TMER&L interurban line. Equipment includes CNS&M coaches, a former Milwaukee streetcar, and some trolley coaches. A former substation in East Troy houses a museum.

The Kettle Moraine Railway at North Lake, northwest of Milwaukee, is operating on a 5-mile former Milwaukee Railroad branch with some interesting equipment. Not far off the beaten path and within easy reach is the trolley museum at Union, Illinois.

Long Island Rail Road is making available its recently published *Commuters' Handbook* free to all officially designated railfan clubs in bulk orders. The attractive 4x8 four-color 24-page booklet graphically tells about the railroad's personnel structure, how the road started, and what's ahead for the LIRR in the '70's. The booklet also describes a train crew, equipment, communications systems, and other information. All size orders will be filled immediately. Contact Frank Talarico, Special Projects Staff, Public Relations Office, Long Island Rail Road, Jamaica Station, N.Y. 11435.

Two broadside reprints of Pere Marquette timetables, 1914 and 1918, are available for $1 per set postpaid from West Michigan Historical Reprints, 7640 Old Channel Trail, Montague, Mich. 49437.

With Canadian National Railways No. 6060 scheduled to be ready for railfan trips either next year or in '74, the 470 Club (Portland Div. of RRE) is thinking in terms of steam on its annual trip to Island Pond, Vt., for '74. Branford Electric might have some thoughts for 6060 to make the run from New London to Brattleboro on the Central Vermont.

To assist their day-to-day expenses, Lake Shore Railway Historical Society is offering good-quality, duplicate, 2x2, 35mm railroad slides for sale at the Museum and by mail. Contact Jim Schoenbein of the Society, Penn Central Station, Robinson and Wall Sts., North East, Pa. 16428.

The guiding forces behind the move to save Windsor Station in Montreal from demolition haven't quit yet, despite a recent decision of the Historic Cities & Monuments Board of Canada not to recognize the station as historically or architecturally of national significance.

"It's a great monument to the building of the railway," says architect Michael Fish. "There isn't a scholar worthy of the name in Canada who wouldn't agree that the 83-year-old building is a historically and architecturally important heritage."

Pythons, boa constrictors, and gila monsters are included in the animal family belonging to Norfolk & Western clerk Gary L. Richmond in the Bellevue (Ohio) yard office. For 20 years Gary has been interested in herpetology, the study of reptiles, and spends much time lecturing in defense of them. He knows what he is talking about, since his private collection includes three pythons, two boas, and dozens of cobras, rattlers, and other snakes from around the world. He also has rare turtles and other creatures from Asia, Africa, and South America, as well as a gila monster. ●

Two Great Rail Singers

JIMMIE RODGERS, "the Singing Brakeman," made his first recording 45 years ago and more than 100 of his songs are still available. He sang the songs of the rail perhaps more profoundly and more convincingly than any other person. It is only fitting, therefore, that a postage stamp be issued to commemorate the man himself and what he stood for. Such a stamp almost certainly will be issued if enough railroad men and railfans write to the Postmaster General, Washington, D.C. 20260, supporting this move.

I knew Jimmie well. He was the youngest son of a Mobile & Ohio section foreman, won national fame as a railroader-minstrel, and died at age 35. His only living descendants are a daughter and a grandson.

Concerning another great railroad singer, boomer Harry K. McClintock ("Haywire Mac"), your magazine published a letter from a San Francisco reader saying Haywire Mac had died alone in his home and his body was not found until neighbors, who hadn't seen him for several days, investigated. This is not true. Furthermore, his widow, Mrs. Bessie McClintock, is living.

I know Mrs. McClintock very well. She has been an honored guest in our home for as long as a week at a time. Recently she told me that Mac died in the Kaiser Hospital in San Francisco on April 24, 1957, around 4 a.m.

Their only child, Joan Virginia, was born in 1915, married a salesman, Edward H. Norman, and died in 1963. Ed lives near San Francisco. The Normans had three daughters: Kirby Joan (now Mrs. Schwacofer), Lee Virginia (now Mrs. Kelley), and Miss Mary Martha Norman. All three reside in the San Francisco Bay area. There is also a great-granddaughter, Tracy Schwacofer. The body of Haywire Mac, like Bill Knapke's (see page 32), was cremated. His ashes lie in a crypt in a Colma, Calif., cemetery.

Mac's widow is not in good health. In 1966 she broke her right hip, later had a mechanical hip joint inserted, and last January 1st suffered a heart attack. But the rumors of her death are unfounded. Since her famous husband was a legendary character, it is easy to understand how the rumors about him and his wife got around.

An album of McClintock's songs, the most famous of which are two he wrote himself, "The Big Rock Candy Mountains" and "Halleluliah, I'm a Bum," will be re-issued, from the original 78 rpm recordings, by Rounder Records, 727 Somerville Ave., Somerville, Mass. 02143.—Harry Young, 2121 22nd St., Bakersfield, Calif. 93301. ●

A Jimmie Rodgers fan did this sketch in connection with the campaign to persuade the Postmaster General to issue á commemorative postage stamp to honor "Singing Brakeman."

RAILFARING MEN

Switchmen used to be called "snakes" because the emblem of old Switchmen's Union of North America had a big serpentine S. Dr. Philip R. Hastings, 110 Sunset Rd., Waterloo, Iowa 50701

Rare photo of "Haywire Mac," his wife, Bessie, and daughter, Joan Virginia McClintock, dated 1926, 12 years before we began publishing the famous boomer's fact and fiction stories. Mac died in 1967. Joan was born Aug. 15, 1915, married Ed Norman, and died Nov. 1, 1963. Her mother is still living.
Both upper pictures from collection of Harry Young

Illinois Central hogger W.H. Casey, silhouetted in his cab, works the sanding valve as he pilots a coal train northward across Ohio River bridge at Metropolis on Edgewood cutoff.
Illinois Central photo by Donald O'Barski

With Sloan Cornell at the throttle Penn View Mountain No. 76, a Baldwin, 1920 vintage, starts away from water tower once used by locos of the Huntingdon & Broad Top Mt. R.R. Scenic line runs to a high point on mountain where passengers can view two Penn Central divisions, the Pittsburgh and Conemaugh. The colorful tourist line is located in Blairsville, Pa.

Railroad Magazine Visits Penn View Mountain Railroad

Photos by Joseph A. Mannix 33-18 161st Street, Flushing, N.Y. 11458

Interior view of former New York City elevated coach, constructed in '80. It is one of two such cars used on trains.

Ex-Mississippian 2-8-0 No. 76 backs out of roundhouse into rain and mist. Undergoing repairs in house is six-wheeler.

All in the family. Sloan Cornell, engineer, owner of the line (center), checks time with Hal Cornell (left), his uncle, Bob Libengood (right), brother-in-law and train conductor, and on cab steps, son Jim Cornell. (Extreme right) Older of two daughters of Sloan Cornell, Teri, releases brake wheel while Snopy, a regular non-paying passenger, waits for the start of day's operation. Sloan's wife and their other daughter help out in ticket office and nearby railroad store.

Passengers board steam train at Blairsville, west of Altoona, Pa. A round trip of 4½ miles through the woods along Chestnut Ridge includes a stop at water tank, two switchbacks, plenty of grades, and a superb view of Packsaddle Gap.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

MLW-WORTHINGTON has introduced a new transfer switcher, the M420TR. This is a 2000-hp, B-B, end-cab, light road switcher, obvious competition for EMD'S SW-1500's. The M420TR looks much like the SW-line, with a long, low hood, and high end cab. However, ahead of the cab is a low section of hood, which tapers sharply up and then levels off. This area contains space for a toilet, has a large set of louvers, and mounts the brake wheel.

A single crosswise stack is placed mid-hood. The engine rides on new-style high-adhesion trucks, and the 2400-gal. fuel tank completely fills the space between the trucks. The face is flat with V-shaped number-boards and a set of twin-beam headlights mounted ¾ high.

Two M420TR's have been built, both for Alcan (Aluminum Co. of Canada). They are Alcan Nos. 26 and 27, M-6051-2, built 4/72, all 50 feet in gleaming yellow and black. According to *X2200 South*, if the Providence & Worcester should break from Penn Central it would be interested in one or two M420TR's. We'll wait and see.

Alan W. Bliek, 180 N. Broadway, North Attleboro, Mass. 02760, is excited about the pending P&W deal for these reasons: P&W would become the only all-MLW-powered line in the U.S., and the first road to order MLW-Worthington power; and this locomotive works reportedly stands ready to supply used engines until the new M420TR's arrive. Color scheme will be pale yellow with light brown lettering and trim. Finally, Alan says, if the P&W deal goes through, MLW hopes to set up a service center in the U.S., possibly in New England. Sounds promising!

Southern Pacific's sole remaining Alco S-3, #1025, is now on Visalia Electric Ry, replacing VE #502, a GE 44-tonner. SP S-2's #1770, 1773 and 1774, along with S-3 #1031, have been sold to an Oakland scrap dealer.

LAST May 9th I was amazed to see Southern Pacific 9219, one of the new SD-45T-2's, rolling through Springdale, Ohio, with a southbound Baltimore & Ohio freight (Second 93)! I had never expected to see one of the big fellows, which are supposed to be used only out of Roseville, Calif., over Donner Pass. Checking with a B&O electrician friend, I found that both the 9219 and another, 9213, have been coming East on B&O-Cotton Belt pool freights out of Pine Bluff, Arkansas. The B&O uses them wherever it needs power and runs them west on the next convenient SP pool train.

I talked to the crew on 9218. They like the roomy cab, the power, and the smooth ride.

THE FOUR ex-PRR Erie-built "B" units that I mentioned on the CP in rail service are numbered CP 404395-96-97, and -98. Ex-PRR 9456B, 9460B, 9462B, and 9472B and are at Smiths Falls, Ont., in the rail-welding area at the east end of the yard, but are next to impossible to photograph because they are hemmed in by gondolas and because security in this dangerous area is tight.

Bruce Chapman, 38 Gilchrist Ave., Ottawa 3, Ont., Canada, sent me this info. He says CP Rail FM C-Liner No. 4055 was placed on the unserviceable list at Calgary, Alta., leaving only five C-Liners operating. Also, 29 FM H-16-44's out of 40, and 4 Trainmasters out of 21, are still running. No C-Liner B Units are left. The last two 4453 and 4458, were retired 2/16/72 and are stripped at Calgary prior to conversion to Robot (mid-train control) units.

TOM FRAWLEY, vice president of the Erie Lackawanna Technical & Historical Society, 114 Ayers Court, Teaneck, N.J. 07666, clears up the mystery of Western Maryland 303-304. According to Tom, the 303 left the General Electric plant at North Bergen, N.J., in the first week of May as

Photograph by R. G. Turn

Reflections in the water. Columbus & Greenville Nos. 601 and 603, BLW DRS-6-4-1500, at Indianola, Miss., Nov. 10, '71.

Rock Island coverted E-6 "B" unit No 750 under trainshed at La Salle Street station, Chicago, in May, 1972
John Taibi, 1465 Manatuck Blvd., Bay Shore, N.Y. 11706

Long Island No. 607. Another control car, No. 304, was in the GE shops as of 5/11 and undoubtedly has been shipped to LIRR by now, as their 608. Both units were equipped with a cab refrigerator as a crew convenience, but neither has traction motors.

No. 4102 of the Spokane, Portland & Seattle (BN), FA-1, has been purchased by GE from Precision Engineering and was scheduled to arrive at North Bergen in the week of 5/11. Tom says six more ex-SP&S FA's are stored at Altoona, Pa., due to be shipped to North Bergen soon.

GE also has the contract on WM 301-302, as reported earlier; but as we go to press, they were still operating on WM. All these units will be stripped of prime movers and traction motors and used as control cabs only on the Long Island. Looks as though Jamaica, N.Y., will be the final resting place of the FA in America.

JAMES H. HURLEY, 12 Jasper Rd., Brewster, N.Y. 10508, visited the Long Island's engine terminal in Jamaica in May and found it to be a haven for Alco power. He reports seeing twenty C-420's, two RS-1's, three S-1's, a number of RS-3's, and the converted FA's we've mentioned before. Also, he spotted LIRR's 25-ton GE industrial switcher working a string of electric cars. James says there is a strong rumor that LIRR is interested in buying ex-Delaware & Hudson PA's 17 and 19, now stored at General Electric in Erie, Pa.

ELECTRICAL fires are a major cause of serious failure in diesel operations today. Usually, overloaded traction motors or bare spots in aged insulation are responsible. This causes delays, wasted time, and astronomical repair bills, with resulting downtime for the unit involved. In May, a single B&O E-8A handling the westbound Amtrak train *George Washington,* developed a fire in a relay box at 1 a.m. near Hinton, W. Va. As only one unit is assigned to this train, the passengers waited until a spare Chesapeake & Ohio GP-9 was dispatched to resume the trip. The train arrived in Cincinnati more than four hours late.

Larry Simon, Box 173, Allendale, N.J. 07401, reports that on 3/11, a Hoboken-Suffern Erie Lackawanna freight suddenly caught fire at Allendale at 9:40 p.m. The EL C-425 No. 2451 was aflame. The local fire department was called and the blaze was out by 10:30 p.m. The train then backed into Hoboken. At about 11:30 that night it reappeared in Allendale, powered by U-25B No. 2524, GP-35 No. 2568, and the dead 2451, which apparently was being towed to a shop. Larry thinks one of the traction motors caught fire. Has anyone seen EL 2451 since?

S. J. GROVES & SONS, a construction firm which uses locos in its heavy roadbuilding operations, has two U-33C's up for sale at Woodbridge, N.J. Asking price for Nos. 507 and 508 is $225,000 each.

AMTRAK is painting and renumbering locomotives these days, evidently assembling a roster of its own. Colors are silver-gray, red, blue, and black. Tentatively, it looks as though E-8's are to be 200 series, and the E-9's 400's. Also, Penn Central GG-1 No.

Erie No. 1155, DRS-6-6-1500, with dynamic brakes (note grille on short hood).
Collection of Jim Edmonston

Western Maryland DRS-4-4-15 No. 171 at Hagerstown, Md., idling one day in '55.

Union R.R. 615, BLW DRS-6-6-1500, hooked to crummy at North Bessemer, Pa.
Two lower photographs by Jim Edmonston

4902 has been repainted and renumbered 902. Probably more have followed as you read this.

Mike Bledsoe, P.O. Box 301, Crowley, Texas 76036, sent in photos of ex-Union Pacific E-9A's and E-8B's which have been repainted to solid yellow, and numbered 1400's (A units) and 1300's (B-units).

ANOTHER Alco S-2 getting around. Frank C. Brannock, 416 Boston Rd., Sandusky, Ohio 44870, spotted Upper Merion & Plymouth S-2 No. 3021 (ex-D&H 3021, Builder's Number 76200, date 11/47) at Bellevue, Ohio, on the Norfolk & Western in April. This unit was headed for the GE apparatus repair shop in Cleveland to be converted to a straight electric mine loco for Pennsylvania Electric at Reading, Pa. The deal was handled by George Silcott, a Worthington, Ohio, dealer.

SOUTH BUFFALO RAILWAY has joined the growing list of slug operators. George Seil, 66 Gatchell St., Buffalo, N.Y. 14212, happened to spot SB's first unit under construction at the shops on May 17th. He didn't report a number. The unit was scheduled for painting in late May, with operation planned for early June. The shop foreman told George that the unit was completely home-built, will ride on Alco trucks (I assume Blunt trucks from a switcher), will incorporate blowers (for the traction motors), and a 700-gallon fuel tank. It's ballasted with steel slabs to 120 tons, heavier by 5 tons than any South Buffalo normal loco. Perhaps George or some other Buffalo fan will spot this unit in action and send us the road number.

LOUISVILLE & NASHVILLE'S, News Bureau announces that this road has ordered thirty GP-38-2's and ten SW-1500's from EMD, with deliveries to run through September and November. Total cost of the order is about $8 million.

CP RAIL has placed an order with General Motors of Canada Ltd. for forty 3000-hp locomotives, but the news release dated 5/19/72 neglected to state which model. These would have to be GP-40-2's or SD-40-2's, most likely GP-40-2's. December is delivery date. Cost, $19 million.

BURLINGTON NORTHERN (ex-SP&S) FA units should be gone before you read this. They were scheduled to come East as trades for MD GP-38's in early June. This explains their presence in Altoona as reported earlier. They were sold to Precision Engineering by EMD, and then dealt to Long Island, which will have GE

convert to control cars. BN also traded in three RS-2's, Nos. 4000, 4001, and 4002. With the demise of the SP&S FA's, we are down to two operating domestic FA-2's, WM 301-302.

The *Trainmaster*, journal of the Pacific Northwest Chapter of NRHS, which reported the FA trade, also says that seven ex-NP Baldwin VO-1000 switchers (BN 402-406, 409, and 412) and $60,000 worth of spare parts located at Auburn, Wash., were put up for sale by BN, closing date 5/15. No further news on dispositions.

ELLIOTT KAHN of Clearwater Beach, Fla., has news of more southern short lines. The Terminal Railway, Alabama State Docks at Mobile, opened a new diesel shop 5/15, although the old one was still in use. No sign of the two old Alco HH-900 units (are they gone; if so, where?). The line's first diesel, Alco S-2 No. 451, has just been painted in a new style; all black, with yellow lettering, numbers, and safety stripes on pilot and footboards. This unit has been "prison" gray and black, then red, white and black.

No. 522, a 25-ton GE, ex-Alabama Grain Elevator, is still on the roster. The rest of the roster is Alco S-2 and S-4, plus two EMD SW-1500's (681 and 682), bought in 1968.

At Dothan, Ala., the Hartford & Slocumb RR. has Alco S-1 No. 1, built in 1942, it flaunts bright red with yellow mid-section band, black underbody, and trucks. H&S also has RS-1 No. 257, ex-C&WI No. 257.

Elliott also reports new units: GP-38-2's on the Missouri Pacific with the same numbers as the old Texas & Pacific F-7's still on the roster, so the F-7's are getting a "1" preceding their old number. Also seen were GP-38-2's on the Frisco (679), L&N (4059), and Southern (5020).

RETURNING to our study of Baldwin's big road-switchers, this month covers the three 1500-hp models, DRS-4-4-15, DRS-6-4-15, and DRS-6615A and B.

In 1950, Baldwin merged with Lima Hamilton to form the Baldwin-Lima-Hamilton Corp. Also in 1950, the 1500-hp line of road-switchers was discontinued in favor of the 1600-hp versions, and the old "DRS" (for diesel road-switcher) designation was changed to "AS" (for all service). However, both the 1500- and 1600-hp versions of these popular engines looked exactly the same, the difference being the replacement of the older 608SC engine with the 608A, which was rated at 100 more horses.

Penna. Reading Seashore Lines DRS-4-4-15 No. 6001 at Camden, N.J., July '50.
Collection of Jim Edmonston

DRS-4-4-15 is a big B-B brute, with four traction motors. The long, high hood, round-roof cab set far back, single fat stack, and turbocharger bulge on the left side identify Baldwin road-switchers.

Roster of DS-4-4-15's, with known changes: Bethlehem Steel 1-3 (Iron Mines of Venezuela); Erie 1100-1105 (to EL same numbers, 1105 rebuilt to slug unit B-66); Lehigh Valley 200, MP 4112-4115, Northern Pacific 175, 176 (R 500-01, both rebuilt with EMD engines, 501 to BN 428, and 500 evidently gone); New York Central 8300, 8301 (R 7300, 01, rebuilt with EMD engines and R number again to 5890, 91); PRSL Pennsylvania-Reading Seashore Lines 6000-6005, all gone except 6003, which at latest report (5/6/72) is deadlined at Camden, N.J., with a "broken crankshaft"; Soo Line 360; 367, 362 to Durham & Southern 362, and WM 170-172. Total production, 35 units, all retired except D&S 362, Bethlehem Steel 1-3, BN 428, and PRSL 6003.

The Baldwin DRS-4-4-1500 units of the MP were originally St.LB&M 4112-4115, until 1956, when MP took over the shorter road.

DRS-6-4-15 rides on 6-wheel trucks but carries only four traction motors, hence has an ALA-ALA wheel arrangement. The weight distribution is thus spread, which makes the unit attractive to lines with rough, light track. The roster reflects this: Chicago & North Western 1504 (rebuilt with EMD engine and GP-9 long hood); Columbus & Greenville 601-605 (602 was wrecked): French Supply Council (62 locos, various numbers), used in Algeria, Tunisia, and Morocco; Kennecott Copper 901 (ex-Baldwin demo. 1501, rebuilt to B-B); Norfolk Southern 1501-1510 (1504, 1507, and 1508 to D&S 363-365, rest gone); Savannah & Atlanta 100-107 (all scrapped); SP 5200-5202 (5200 to FdeNacozari 5200, 5201 to CHP 400, 5202 to EMD for scrap); and UP 1-5 (ex-Baldwin demo. 1500), now gone. Total of 91 units, 29 domestic.

FSC originally brought the DRS-6-4-1500 units, but all of the countries mentioned have long been independent, and SNCF used some locos in France; the rest went to independent roads.

DRS-6-6-1500 is a big C-C unit with six traction motors. It proved to be the best-seller of the domestic market, with 81 A units and one cabless booster (B unit) produced for use here. Only by checking rosters can DRS-6-6-1500 be told from the later AS-16 units.

Roster: B&LE 401-407 (401, 402 to EJ&E 500, 501); C&O 5530-32 (5530 R-2200, all scrapped); C&NW 1500-1502, 1505-1509 (all rebuilt with EMD engines and GP-9 long hoods); Duluth, South Shore & Atlantic 200-203 (to SOO 384-387); Erie 1150-1161 (to EL 1150-1161, 1150 rebuilt to slug B65); Kaiser Steel 1010A, 1010B (R number to 1020 series); McCloud River 28, 29 (29 is now Magma Arizona 10); MN&S 15; NP 177 (R 525, rebuilt EMD engine, to BN 429); SP 5203-5226 (5204 to McCloud for parts, 5207 became McCloud 35, then USS-Geneva 39, all others scrapped); T&NO (SP) 187-190 (1963) later were SP-90 by ownership (all units now scrapped); Tennessee Coal & Iron 1500-01 (to U.S. Steel, Fairfield Works, 161-162); and Union RR. 613-624, all rebuilt with EMD engines and GP-9 long hoods, some now chopped-nose. The single DRS-6-6-1500 "B" unit was SP 5227, R-5500 and then 4900, traded to EMD in 1969 and subsequently scrapped by Associated Metals of Benicia, Calif. All SOO and Erie engines are gone. Some El locos, still lettered Erie, were sold to Striegel Rail & Supply of Baltimore, Md.

As we've said here before, Baldwin's road-switchers were known as the most powerful locos of their type, due primarily to the pairing of the mighty Dela Vergne engine and the rugged Westinghouse traction motors. However maintenance costs on these components proved high, and Baldwin's exit from the field made orphans of its locomotives. Their days are growing shorter. These interesting engines will be missed when they're gone.

Send diesel news and comments to my home, 792 Farnham Court, Cincinnati, Ohio 45240.

PASSENGER TRAIN SURVEY

IF LUCIUS BEEBE were alive today he would heave a sigh of relief at the return of the *Broadway Limited*, whose honored place in American rail history is second to none. The modernized Amtrak version of the *Broadway* went back into service on May second between Chicago and New York, with a connecting train to Washington.

This train has red, white, and blue insignia on the stainless-steel exterior of its 11 cars. Inside, you find colorful new appointments such as the color-TV sets in the recreation lounge car, wall-to-wall carpeting, draperies, more comfortable lounge chairs, roomettes, double bedrooms, and luxurious dining-car seating. Even the fastidious Beebe, who loved, photographed, and wrote about elegant passenger trains, would have been reasonably well satisfied with this one. Amtrak is really trying.

Other silver, red, white, and blue trains were burnishing the rails in time for the summer rush on the Chicago-Los Angeles *Super Chief*, the Chicago-San Francisco *City of S.F.*, Seattle-L.A. *Coast Daylight-Starlight*, and an old favorite, the New York-Boston *Merchants Limited*. All have been repainted inside and out with new seats and other attractions.

Amtrak will spend a total of $100 million before the year ends on new locomotives and cars, says its president, Roger Lewis. Also, he adds, it has begun to build new stations, improve track, and set up a program of research and development. The semi-Government corporation that was created on May 1, 1971, to take over most of the nation's rail passenger service has been sharply criticized by Congressmen and others for failure to make more progress during its first year; but Lewis maintains it has made "a lot of solid improvement," including a computerized reservation system in Chicago, acceptance of credit cards, package tours with other forms of transportation, and simplified tariffs and timetables.

The *Broadway*, like the *Metroliner*, is Amtrak's showpiece. A three-man band in red peppermint-striped uniforms played for dignitaries hastily stuffing breakfast rolls into their cheeks as the *Broadway* quietly slipped into the last track under Chicago Union Station at 8:57 a.m. on May third.

O. J. Moore, a waiter in the dining car, said he had been working on the *Broadway* for almost all of his 42-year railroad career. Now 64, he will retire this year. The old waiter said he was happy to see the *Broadway Limited* spruced up again.

Founded in 1902 by the Pennsylvania Railroad to race the New York Central's *20th Century Limited* to Chicago, it had lately lapsed into the hapless state general to passenger railroading that Amtrak aims to cure.

Meanwhile, at Transpo 72, workmen were dismantling the high-speed *Turbotrain* in preparation for its return to regular service on the New York-Boston run. The train was first moved by truck in disassembled form, to Dulles International airport, just outside of Washington, D.C., and put together for static display at the Transpo exhibition which opened to the public on May 27th.

Then, after being taken apart again, it was trucked to the nearest railhead at Manassas, Va. Later, it was restored to operating condition and moved to the Amtrak maintenance center at Providence, R.I.

A spokesman for the Sikorsky Division of United Aircraft Corp., builder of the train, said the three-car unit would be given two additional cars to increase its capacity from 144 to 240 passengers. When that has been done, the train will go into service to replace the *Turbotrain* now operating on the New York-Boston run.

The latter train, which was returned to that route after temporary test service on a mountainous rail line between Washington, D.C., and Parkersburg, W.Va., then will go to Providence for overhaul, repair of damage from a collision with a truck, and for a two-car expansion similar to that of the other train. Afterward, it will return to New York-Boston service to give that route doubled schedules like those operated before the Parkersburg experiment.

ALFRED LANGLEY, Montana railroad commissioner and a former locomotive engineer, is indignant over the job that the Federal Government is doing with Amtrak. Says he: "It's terrible when they spend billions of dollars to get men to the moon and they can't spend enough money to get people across Montana or North Dakota."

Langley, who recently "let off steam" to the ICC, especially criticized Amtrak's poor scheduling and lack of equipment maintenance, from dirty windows to unrepaired locomotives.

"I think the first thing is to get some operating railroad men on that Amtrak commission," he said, complaining that non-railroaders on the commission don't realize "railroads are run on rails, not paper."

"And I'm not talking about getting executives from the railroads—I'm talking about operating men who know how trains actually are run," he said. "These railroad executives are the ones who don't want passenger business."

The Montana commissioner believes Federal subsidies are necessary and suggests that another government corporation, the postal service, start riding the rails again.

"I don't think they can make it a paying proposition on just passenger fares," he said. "I'd really like to see the mail cars back because it would help subsidize the passenger trains and also give us better mail service."

Furthermore, Langley would like to see Amtrak provide some services that will make it fun to ride trains again, because he feels trains have much to offer.

ANOTHER critic of Amtrak, Senator Lowell P. Weicker, a Connecticut Republican, has drawn applause from the National Association of Railroad Passengers by calling for the resignation of Lewis Rogers. Weicker made his demand after Lewis, in an interview with *The Wall Street Journal*, declared that Amtrak, could not "sensibly" use higher funds voted for the agency by the Senate, at least not now.

As a strong advocate of rail passenger service, Weicker voiced shock at Lewis' virtual rejection of the additional money. He charged that Lewis "has established that he is either grossly incompetent" or "fronting for someone in the Administration or the private railroad industry."

"The rail situation in this country today is in a desperate situation," the Senator said, "and it needs men who are willing to stand up and fight for what is needed. These qualities are obviously missing in Mr. Lewis, and I hope his resignation will be tendered immediately."

Anthony Haswell, chairman of NARP, congratulated Weicker on his stand, saying that "the sum of Amtrak errors and omissions has mounted to the point where someone had to take the action you did."

AMTRAK has agreed to pay the bankrupt Penn Central an extra $17.1 million for the unavoidable costs of

operating intercity passenger trains until next June 30th, PC announces. Avoidable costs are those that railroads could avoid if not required to operate intercity passenger trains under the Amtrak contract.

PC trustees previously said that payments from Amtrak fall about $32.5-million short of covering the road's total cost of running intercity passenger trains. The agreement is subject to approval of the Federal District Court in Philadelphia, which is overseeing the reorganization under bankruptsy laws.

This first pair of General Electric-built New Haven commuter cars are the first of 144 ordered by New York's MTA and Connecticut's Dept. of Transportation. The stainless-steel, air-conditioned cars, which have already undergone more than 2,000 miles of testing at Erie, Pa., should be ready for delivery this fall.

ALTHOUGH Roger Lewis, president of Amtrak, is encouraged by an 8.1 percent increase in revenue in the first three months of this year, Benjamin F. Biaggini, president of the Southern Pacific, continues to downgrade and belittle passenger trains. Speaking before the Houston Society of Financial Analysists in Texas, Biaggini predicted that Amtrak will not die, it will just fade away. He said there was no market for long-haul, intercity rail passenger service.

Biaggini observed that burdens imposed by the rail passenger business have been too great to be borne by private enterprise and that "the taxpayer should not have to pay for them either." He continued that Amtrak "is an exercise we had to have" but the subsidy, which will be in excess of $200 million annually, could soon lead to the demise of all Amtrak trains except those in the densely populated Northeast Corridor.

"My guess is Amtrak will fade out of the picture in the next few years," he predicted.

A NON-AMTRAK ROAD, the Southern, evokes this letter from Marcus J. Ruef, 1318 Grove Rd., Charlottesville, Va. 22901: "The Southern runs unusual and interesting fun trains, Nos. 7 and 8, between Washington, D.C., and Lynchburg, Va., about 180 miles, stopping at four Virginia communities. When you board it in Washington all you find is a Pullman-green heavyweight coach pulled by a lone F-7. The consist proceeds to Alexandria, loads, and goes on to a small yard near CR tower, a few miles outside of Alexandria. There it is enlarged. Three GP's or assorted SD's are coupled to the F-7, which is kept on for steam, and about 40 piggyback, express, and baggage cars, with a caboose to boot. This change makes it a real mixed train.

"After the train unloads at Lynchburg, it becomes hotshot freight 221 and continues to Atlanta, Ga. Northbound, the procedure is reversed. You could ride the train to Lynchburg and go back on the *Piedmont*, which is mixed to a lesser degree. The passenger part of the consist is merely the Southern's portion of the old *Birmingham Special*, which the Southern and the Norfolk & Western used to operate jointly. Down here we call this our daily fantrip. You-all come on down and take a ride."

Reading Railroad train No. 1 arrives with mixed consist at Reading, Pa., depot.
Frank J. Peragine, Apt. N-7, Sutton Dr., Matawan, N.J. 07747

WILLIAM G. FLOOD, a retired veteran with 47 years with Canadian National Railways, told a standing committee in Canada's House of Commons that he believes the company is making a deliberate attempt to get out of the passenger business. This charge he bases on the schedules of train connections, which he says is poor and seems to be aimed at discouraging passengers. "No one in his right mind would ride trains under such conditions."

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***When were Triplex Mallets built for the Erie?***

In 1914 Baldwin built No. 2603, the first of the Triplex, or 2-8-8-8-2's. It was named *Matt H. Shay*, for a famous Erie hogger; but before the engine was delivered it was renumbered 5014. Old photos show the *Matt H. Shay* as Nos. 2603 and 5014. In 1916 the Erie received two more of this type from Baldwin, Nos. 5015 and 5016. The Triplex Mallets were always operated as Nos. 5014, 5015, and 5016.

2 ***Who were the Worsdell brothers in British rail history?***

T. W. Worsdell and Wilson Worsdell were well-known loco designers on the old North Eastern in the late 19th and early 20th centuries. Both spent time in America. T.W. briefly was head of Pennsy's loco works in Altoona. Wilson, the younger of the two, designed the highly successful class R 4-4-0 that was copied, to a certain extent, by many other English lines.

3 ***Can I work elsewhere after I retire from the railroad?***

Yes, but after you begin to collect your railroad pension there are a few restrictions (not so many as under Social Security). You cannot hire out to any other railroad without giving up your pension for the period in which you are employed. Also, if your last job before retirement was a non-railroad job, you cannot work for that employer again without giving up your railroad pension for the months you are doing the non-railroad work. This can get a little tricky, so be sure your local RRB office explains all the ins and outs before you retire.

4 ***When did the per diem rate of car service payment originate?***

This method of compensation—a railroad paying a definite price per day for the use of all "foreign" cars, as well as a fixed sum per mile run—was first suggested at a convention of car accountants and was brought up and advocated by Chairman Fink of the Trunk Line Commission, in New York in the fall of 1887. Largely through his influence, it was tried by a few railroads during the early months of the following year. The amounts, as then fixed, were one-half cent per mile run and 15 cents per day. After coming into general use during the 1890's, a code of per diem rules was formally adopted April 24, 1902, with amendments being added Feb. 21, 1917.

Numberless "fireless cooker" of Dunlap Tire & Rubber Co. at Buffalo, N.Y.
Joseph S. Nowak, 236 South Roycroft Blvd., Cheektowaga, N.Y.

5 ***Information, please, on the Oregon Railroad & Navigation Company.***

Incorporated in 1896 as the successor to the Oregon Railway & Navigation Co., it leased or operated 1,065 miles, but was owned and controlled by the Union Pacific. In 1899 it had 113 locos and 25 passenger, 2,689 freight, and 270 miscellaneous cars. In 1910, it was consolidated with other roads to form the Oregon-Washington Railroad & Navigation Co., which is still a part of the UP system.

6 ***What were the statistics on Canadian National Railways' class S-1 and class T-1?***

Class S-1, Nos. 3200-3389, 2-8-2, had 27x30 cylinders, 63-inch drivers, 180 lbs. pressure, weighed 444,800 lbs. with tender, and exerted 53,100 lbs. of tractive force. Class T-1, Nos. 4000-4044, 2-10-2, had 26x32 cylinders, 57-inch drivers, 200 lbs. pressure, weighed about 505,000 lbs. with tender, and exerted 64,500 lbs. t.f.

7 ***Words, please, to "The Old-Time Operator" by John Quill.***

The ancient operator sits and taps his clacking key,
and ever and anon he spits and smiles reflectively,
and tells tall stories to the boys of hold-up and of wreck,
of bygone jamborees and joys, when he was right on deck!

He tells about the phantom freight, and like the engineer,
who met a sad and solemn fate but never knew a fear;
he calls to mind the days of old, when men were full of fight,
when boxcars loaded full of gold went through at dead of night,

With guards who seldom spoke a word and kept their guns in hand,
but who the slightest rustling heard, and thieves with buckshot fanned.
He spiels about the time when he was held up by a gang.

and showed the utmost bravery the while the station gang,
With pistol shots and swearful noise, and cusswords vain and vile.
He kept his cool, unshaken poise, and knocked 'em in a pile,
and sent a message off for aid, and on them held a gun;
and those bad men were sure afraid, but didn't dare to run.

Lonely New Haven Railroad station at Hartford, Conn., in late December, '67.
Thornton Waite, 318 E. Seneca St., Ithaca, N.Y. 14850

The operator throws a switch and writes upon his pad.
His old bald head begins to itch, he scratches it like mad.
He shifts his chew and blinks his eyes and looks off through the haze,
and thinks up more heroic lies about the good old days.

8 ***Was there ever a Northern Dakota Railway?***

Yes, indeed. Incorporated in 1907, it ran from Edinburg, N.D., where it connected with the Great Northern, to Concrete, N.D., and had one locomotive, one passenger car, and two freight cars. It was discontinued in 1910.

9 **(a)** ***What did the initials ICC mean on Panama Railroad loco tenders? (b) What type of steam power did they have?***

(a) Isthmus Canal Commission. (b) 2-6-4T and 2-6-0 were most popular. Schenectady built all the tanks (101-124) in 1905, and Moguls, Nos. 701-705, in 1940.

10 ***How many ties are there in a mile of track?***

About 3,000. The average spacing is 21.1 inches, center to center. There are something like 995,000,000 crossties in Class I railroad track throughout the U.S.

11 ***Who built the hundred 1000-hp diesel switchers that the Baltimore & Ohio ordered in the late 1940's?***

Forty were built by GM, EM Div., 25 each by Baldwin and Alco, and 10 by Fairbanks-Morse. The new equipment enabled the B&O to completely dieselize its Cincinnati, Warren, and Youngstown, Ohio, and Pittsburgh terminals.

12 **(a)** ***What is the independent brake valve on a steam locomotive?*** **(b)** ***Where is the eccentric?***

(a) A rotary straight air brake valve used with the Westinghouse ET loco brake equipment for operating the loco brakes independently of the train brakes. (b) It is a disc, keyed to a shaft or axle, whose center does not coincide with the axle center. It rotates inside a ring, called an eccentric strap, which is fastened to the eccentric rod and thereby impacts motion to a link rocker, or other device for moving a valve in the steam chest.

Running Extra

The "opalescent bluish" color of some car windows on Penn Central's intercity trains, which disturbed A. J. Franck in June issue, was noticeable on the early production of "Lexan," as mentioned in your July *Mail Car* department, but the more recent material is clearer and close inspection is necessary to distinguish it from glass. There would have been no reason to replace the original glass if we didn't have a sick element in our society which stones passing trains or even shoots at them.—Charles M. Smith, 53 Cobblestone Dr., Paoli, Pa. 19301.

The Strategic Air Command has ended 11 years of close association with the nation's railroads, with the de-activation of its last radar-bomb-scoring train at Andover, S.D. These trains, used to test the effectiveness of bomber crews, are now obsolete. In the early 1960's, SAC crews made simulated bomb drops from 1,000 to 3,000 feet. Today, technology dictates that bombers fly at 400 to 500 feet. Since most of the train routes were built in the 1800's and followed rivers and mountain passes, it was impossible to move the RBS train sites to higher elevations to score the bombers with modern radar. In addition, the available railroad spurs are normally located in or near towns and cities where flying large bombers at 500 feet would be impractical. SAC has operated RBS trains in some 30 states and Canada. —John Kilbride, Jr., Box 852, Richards-Gebaur AFB, Mo. 64030.

When did the last passenger trains run into Corpus Christi, Texas, via the Southern Pacific, Texas-Mexican, and Missouri Pacific?—Bruce Roberts, 201 South Chaparral, Apt. 25, Corpus Christi, Texas 78401.

I seem to remember seeing Connecticut Co. 200-210 Brill cars running as m.u. on occasions in the 1920's from Norwich to New London, Conn. Did this happen?—John J. Keep, 92-14 Lamont Ave., Elmhurst, N.Y. 11373.

Who will send me information on the Indianapolis Union Railway Co. and Manufacturers Railway of St. Louis.—Cecil Church, 216 Rideau Terrace, Ottawa, Ont., Canada.

History wanted on the Louisville & Wadley and the Wadley Southern that operated out of Wadley, Ga. My interest lies in the early 1900 period.—J.P. Floyd, 703 27th St. at 7th Ave., Gulfport, Miss. 39501.

Any books published recently on the Boston & Maine? When was steam last used on a regularly scheduled B&M passenger train and where?—Wm. Maulton, 316 Messer St., Laconia, N.H. 03246.

Would like full address of Charles W. Norhouse, Somerset, Calif. 95684. I am researching the Colusa & Lake RR, of which he wrote, and will gladly give any info. to readers if they will send a SSE to me. I am also looking for Western Pacific pix and info.—Bill Shippen, 220 Woodland Park, Chico, Calif. 95926.

You are correct in May issue noting that normal operation of a signal system occurs as the result of the track circuit, of which the rails form a part, being shunted or bridged by the low electrical-resistance of loco or car wheels and axles bridging the rails, and that a washout would not accomplish such a shunting action. However, that is not the whole story. In a properly designed and adjusted track circuit, the breaking or interruption of the current path anywhere, including the portion through the rails, will cause the associated signal or signals to assume the most restrictive aspect. This feature makes the track circuit "fail-safe." Thus, if a washout, rock slide, or other occurrence parts either one or both of the rails, the signal system will respond to the dangerous condition.—Paul M. Brannen (ex-signal engineer) 609 Lacey Dr., Endwell, N.Y. 13760.

What is the meaning of the letters "D/F" on boxcar doors?—R.J. Hughes, 20 Woodlnad Park, Rochester, N.Y.

Last March 26th I photographed one of the final Harlem Div. passenger trains at Chatham, N.Y., but my camera broke and my photo results were zero. An automobile was chasing this same train and someone in it was taking pictures. Who? I need help to replace my "lost" photos.—Mayer Pearlman, 141-78th Rd., Flushing, N.Y. 11367.

Want info on the Erie Lackawanna and Baltimore & Ohio wreck January 11, 1965 at Sterling, Ohio. Also want loco rosters.—Ben G. Helsel III, 306 Lewis St., Harrisburg, Pa. 17110.

Recently while walking through a Danbury, Conn., cemetery, I spotted a diamond stack loco etched on a tombstone. It reads "Austin Walbridge, Died Nov. 16, 1869, aged 44 years, 3 mos. and 4 days." The stone was cut in Pawling, N.Y. Anyone have further details?—Charles Grabert, 170 Reed St., Bridgeport, Conn. 06607.

A correction in my letter on Northern Pacific 2-8-8-4's (May issue): Those engines had 145,000 (not 135,000) pounds of t.f. without booster. This wheel arrangement was first used on the NP in 1928. They were named after the Yellowstone River running beside the tracks in Montana.—Jerome Pederson, SR 232, Box C-26, Wolf Point, Mont. 59201.

A recent issue of *Modern Maturity* ran an article, "Lost Locomotive and Train." An engine pulling a string of cars was derailed and tumbled into a bed of quicksand near Pueblo, Colo., in 1875. Searchers went down 50 feet, but the train was never found. Anyone know about this accident?—Marion Potter, 154 South Clinton Ave., Rochester, N.Y. 14604.

I want info. on radio frequencies authorized by FCC for Penn Central at the Edgewood Tower near my home.—Jim Sutherland, Jr., 308 Sheffield Court, Joppa, Md. 21085.

Midland Terminal Railway, a subsidiary of the old Colorado Midland, was opened in Dec. 1895 between Divide and Cripple Creek, Colo., not between Colorado Springs and Cripple Creek. Service into the Springs was over the parent company's trackage. During World War I the U.S. Railroad Administration ordered the CM abandoned and scrapped. As this would have left the Midland Terminal completely isolated and forced its eventual abandonment, the order was revised to permit them to buy trackage and continue operation of the CM line between Colorado Springs and Divide. I learned about this while stationed at the Springs during my military service. —Don Bromberg, T Sgt., USAF (Ret.) U.S. Soldiers Home, Washington, D.C. 20315.

Enjoyed reading recent info. on transcontinental sleeping-car distances. I'd like to know about all other pooled sleeping-car routes in operation since 1900. For example, PRR-MP cars that ran between New York and Texas.—Morry Hawkins, P.O. Box 64, Ellisville, Mo. 63011.

Have a photo of a little steam tram loco taken in Cuba either in the 1920's, or '30's. She was a four-wheeler built in Sept. '83 with a Baldwin construction number 10311. Who knows anything about her?—John Derler, 204 W. Fitch St., Ludington, Mich. 49431.

I am undertaking research on African railways, presently tracing details of the small railway that ran on the island of Zanzibar. An American company built it about 1906. The locos were American built. The line was sold to the Zanzibar Government in 1911 and operated by them until 1927. It was only 7 miles long, with an additional 7-mile quarry spur. The coaches were open-sided, except for a first-class coach. The gage was three feet. I need facts, photos, etc., on original equipment, especially during the American era of operation.—Frank Jux, 18 Cedar Terrace, Richmond, Surrey, England.

In 1938 a long Santa Fe passenger train filled with Shriners bound for a Los Angeles convention passed through my home area at Highland Park, Calif. Next to the steam loco was an open car with a large calliope being played by a man. Was this circus-like instrument a permanent installation on the car with steam fed to it from the engine? Are any more steam calliopes still in use outside of circuses?—John Lukko, 23 Harvard Rd., Cranford, N.J. 07016.

Who can tell me about the Southern Exchange Co. at Huntdale, N.C.? I have a brass switch key marked on one side BRY and on the other, J.H.W. Climax Co., Newark, N.J. Can anyone identify this key?—Gene Pat Price, P.O. Box 278, Erwin, Tenn. 37650.

Station supervisor Arthur Cordrey and a woman police constable, Lyn Barron, at the Waterloo Station in London, England, on March 25, 1972.

R. E. Ruffell, 2 Victoria Villas, Little Sandhurst, nr. Camberly, Surrey, England

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

THE MORLEYS, by Norman Cleaveland, hard cover, 270 pages 6½x9¼", photos, maps, Calvin Horn Publishing, Inc., P.O. Box 4294, Albuquerque, N.M. 87106, $7.50.

Buried in the archives of colorful Southwestern frontier lore has lain the dashing adventures of William Raymond Morley until his grandson, Norman Cleaveland, brought them to life in this delightful book. Before death claimed him at the young age of 36,

Morley had spearheaded two big Santa Fe Railroad events. His victories over the Denver & Rio Grande at the Royal Gorge and against Nature at Raton Pass should interest any railfan. These and other events in the lives of Morely and his "golden-haired Ada" offer exciting fare. His son, William Raymond Morley, was a fitting climax to the family era with his turn-of-the-century football prowess at Columbia University, his name being enshrined in the Football Hall of Fame, New Brunswick, N.J.

BRADSHAW'S AUGUST 1941 CONTINENTAL GUIDE, hard cover, 548 pages, 6x8½", maps, index, schedules, Drake Publishers, Inc., 381 Park Ave. South, New York, N.Y. 10016, $14.95.

Complete with period ads, this fine reprint of Bradshaw's many rail *Guides,* has great appeal for railfans and history buffs intrigued by events in Europe that rapidly built toward World War I. The *Guide* offers a final look at a vanished era of leisure and elegance on trains from Calais-Brindisi, Berlin-Naples, Vienna-Cannes, Ostend-Constantza, and Berlin-St. Petersburg, among others. Full information is given on dining car, sleeping car, and other embellishments of travel by rail in a bygone time. There's even a 1914 listing of steamships to and from foreign ports. Incidentally, thanks to public libraries in Manchester, England, earlier and postwar copies of the *Guide* are available for reference use.

Historical Publications

THE TIMETABLE COLLECTOR, of the National Association of Timetable Collectors, edited by Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707; soft cover, 26 pages, 7x10", maps, schedules, trader's page, $6 per year. May '72 issue is of special interest to the club's Midwest membership with a rare spread of a Dec. '81 Chicago & Alton timetable. Elsewhere in this fine publication are various hard-to-find Chicago area suburban 'tables from Alan Follett. Here, too, we learn that Illinois Central west suburban service running on the main line and the short Addison branch was always small and obscure. It apparently took a back seat to the Burlington and the Chicago & North Western. This service was discontinued in June, 1931. It was in contrast to the IC's vast south suburban operation.

THE BULLETIN, CUMULATIVE INDEX, Vols. 1-35, of the National Railway Historical Society, prepared by Hugh R. Gibb, P.O. Box 2051, Philadelphia, Pa. 19103; soft cover, 39 pages, 6x9", members $4, associate members, $4.50. This is a long overdue index of this popular *Bulletin's* accomplishments, 1936-'70. Too bad it didn't include '71 as well. It's a job well done. Nine editors have served this publication: Dick Steinmetz twice, 1936-'37 and 1939-'41. Since 1936 some 179 issues have been published.

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The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
PULLMAN & PRIVATE CAR PICTORIAL	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
ON STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

Chicago & North Western Railway

Locomotive Roster Compiled by Sy Reich

Rails at old tender shack watch passing Chicago & North Western passenger train cross old Kinikinnik River drawbridge.
Chicago & North Western Railway

Road Numbers	Former Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
BU-1	C&NW 1201 (1st)	—	C&NW	—	B-B	61,175	244,700	1956	
BU-2	C&NW 901 (1st)	—	C&NW	—	B-B	60,425	241,700	1957	
BU-3	C&NW 1207 (1st)	—	C&NW	—	B-B	56,425	242,400	1958	
BU-4	C&NW 2000 calf	—	C&NW	—	B-B	61,850	247,000	1961	
BU-5	C&NW 2001 calf	—	C&NW	—	B-B	62,300	249,100	1962	
BU-6	C&NW 91 (2nd)	—	C&NW	—	B-B	61,500	246,000	1963	
BU-7	C&NW 60	—	C&NW	—	B-B	60,950	243,800	1963	
BU-8	C&NW 1209 (1st)	—	C&NW	—	B-B	61,775	247,100	1964	
BU-9	C&NW 1005	—	C&NW	—	B-B	60,232	240,925	1964	
BU-10	C&NW 51	—	C&NW	—	B-B	63,650	254,600	1970	5
BU-30	C&NW 108B	—	C&NW	—	B-B	65,000	260,000	1971	6
BU-31	C&NW 114D	—	C&NW	—	B-B	64,325	257,300	1971	6
BU-32	BN 755	—	C&NW	—	B-B	64,875	259,500	1971	6
BU-33	NP 6011B	—	C&NW	—	B-B	64,625	258,500	1971	6
BU-34	NP 6013C	—	C&NW	—	B-B	64,925	259,700	1971	6
BU-35	BN 665	—	C&NW	—	B-B	65,025	260,100	1971	6
BU-36	BN 679	—	C&NW	—	B-B	64,775	259,100	1971	6
BU-37	BN 625	—	C&NW	—	B-B	64,925	259,700	1971	6
BU-38	BN 691	—	C&NW	—	B-B	64,975	259,900	1971	6
BU-39	B&LE 725B	—	C&NW	—	B-B	65,125	260,500	1971	6
BU-40	C&NW BU-10	—	C&NW	—	B-B	63,650	254,600	1970	6
BU-41	C&NW 1554 (1st)	—	C&NW	—	B-B	64,500	258,000	1970	6
10	CMO 10	358	Whitcomb	44-ton	B-B	22,000	88,000	1943	7
11-15	CGW 11-15	660	Alco-GE	S1	B-B	49,500	198,000	1948	8
16-24	CGW 16-24	1000	GM-EMD	NW2	B-B	61,800	247,200	1948	
25-29	CGW 25-29	1000	GM-EMD	NW2	B-B	61,800	247,200	1948	
30-31	CGW 30-31	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	9
32-33	CGW 32-33	1000	BW	DS 4-4-1000	B-B	57,725	230,900	1949	10, 55
34-41	CGW 34-41	1000	BW	DS 4-4-1000	B-B	57,725	230,900	1949	10, 55, 92
42 (1st)	C&NW 402 (1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	1941	11
42 (2nd)	CGW 42	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	
44	C&NW 404 (1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	1943	11
50-52	CGW 50-52	1500	Alco-GE	RS-2	B-B	57,050	228,200	1949	5, 90
55 (1st)	CMO 55	600	GM-EMD	SW1	B-B	49,000	196,000	1940	12
56-57 (1st)	CMO 56-57	660	Alco-GE	S1	B-B	49,750	199,000	1944	13, 53
53-54; 55-57 (2nd)	CGW 53-57	1500	Alco-GE	RS-2	B-B	57,050	228,200	1949	
58-59	CMO 58-59	660	Baldwin	VO 660	B-B	57,550	230,200	1945	14, 15
60	M&SL 60	600	GM-EMC	SC	B-B	51,650	206,600	1938	4
61	M&SL 61	600	GM-EMC	SW	B-B	51,650	206,600	1938	16
58A,B	CGW 58A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	122,975	491,900	1948	
59A,B-65A,B	CGW 59A,B-65A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	122,975	491,900	1949	
66A,B	CGW 66A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	122,975	491,900	1949	
68	CMO 68	660	Baldwin	VO 660	B-B	57,650	230,600	1945	14
69	CMO 69	660	Alco-GE	S1	B-B	49,750	199,000	1948	89
70	CMO 70	1000	GM-EMD	NW2	B-B	62,000	248,000	1940	
71	CMO 71	660	BW	DS 4-4-660	B-B	49,150	196,600	1949	66
86	L&M 100	1000	Baldwin	VO 1000	B-B	59,825	239,300	1942	17
87	CMO 87	1000	Baldwin	VO 1000	B-B	61,250	245,000	1944	18
88-89	CMO 88-89	1000	Baldwin	VO 1000	B-B	60,700	242,800	1945	18
90	CMO 90	1000	Alco-GE	S2	B-B	57,500	230,000	1940	55
91-92 (1st)	CMO 91-92	1000	Alco-GE	S2	B-B	57,500	230,000	1944	53
91 (2nd)	M&SL 91	900	GM-EMC	NW1	B-B	63,325	253,300	1938	3

92 (2nd)	M&SL	92	1000	Alco	HH 1000	B-B	57,500	230,000	1939	19
91 (3rd)	C&NW	101 (1st)	1000	Alco-GE	S4	B-B	57,875	231,500	1953	24
92 (3rd)	C&NW	102	1000	Alco-GE	S2	B-B	57,500	230,000	1941	20
93	CMO	93	1000	Alco-GE	S2	B-B	57,500	230,000	1944	92
94	CMO	94	1000	FM	ALT 100.6A	B-B	60,000	240,000	1947	21
95-97	CMO	95-97	1000	FM	ALT 100.6A	B-B	60,000	240,000	1948	21
98	CMO	98	1000	FM	ALT 100.6A	B-B	60,000	240,000	1948	21
99;100 (1st)	CMO	99-100	1000	BW	DS 4-4-1000	B-B	58,650	234,600	1949	14, 58
100 (2nd)	M&SL	100	1000	GM-EMC	NW2	B-B	62,400	249,600	1939	22
101 (1st)	CMO	101	1000	Alco-GE	S4	B-B	57,875	231,500	1953	24
101(2nd)	M&SL	101	1000	GM-EMD	NW2	B-B	62,125	248,500	1940	23
102	M&SL	102	1000	Alco-GE	S2	B-B	57,500	230,000	1941	20
103	M&SL	103	1000	Baldwin	VO 1000	B-B	?	?	1944	25
101C,104A, 106A	CGW	101C,104A, 106A	1500	GM-EMD	F3A	B-B	58,225	232,900	1947	26, 92
107C,108A,C, 109C,110A,C, 111A,112A,C	CGW	107C,108A,C, 109C,110A,C, 111A,112A,C	1500	GM-EMD	F3A	B-B	58,225	232,900	1948	26
113A,C-115A,C	CGW	113A,C,115A,C	1500	GM-EMD	F5A	B-B	58,100	232,400	1949	26, 91
116A,C	CGW	116A,C	1500	GM-EMD	FP7A	B-B	59,200	256,800	1950	26
101B-106B	CGW	101B-106B	1500	GM-EMD	F3B	B-B	56,525	226,100	1947	27, 91
107B-110B, 112B	CGW	107B-110B, 112B	1500	GM-EMD	F3B	B-B	56,525	226,100	1948	27, 28, 90
113B	CGW	113B	1500	GM-EMD	F7B	B-B	57,750	231,000	1950	27
114B-115B	CGW	114B-115B	1500	GM-EMD	F7B	B-B	61,575	246,300	1950	27
116B	CGW	116B	1500	GM-EMD	F7B	B-B	61,650	246,600	1950	27
101D-103D	CGW	101D-103D	1500	GM-EMD	F7B	B-B	56,225	224,900	1949	27, 90
105D-108D	CGW	105D-108D	1500	GM-EMD	F7B	B-B	57,750	231,000	1949	27, 90
109D	CGW	109D	1500	GM-EMD	F7B	B-B	57,750	231,000	1949	27
111D	CGW	111D	1500	GM-EMD	F7B	B-B	57,750	231,000	1949	27
112D-114D	CGW	112D-114D	1500	GM-EMD	F7B	B-B	57,750	231,000	1950	27, 28
115D	CGW	115D	1500	GM-EMD	F7B	B-B	57,750	231,000	1951	90
116D	CGW	116D	1500	GM-EMD	F7B	B-B	61,650	246,600	1950	27
116E,F,G	CGW	116E,F,G	1500	GM-EMD	F7B	B-B	61,650	246,600	1951	27, 90
120-121	CGW	120-121	1500	GM-EMD	GP7	B-B	61,650	246,600	1951	29
126-129	CMO	126-129	800	GM-EMD	SW8	B-B	57,625	230,500	1951	95
143	CGW	5	600	GM-EMC	SC	B-B	59,275	237,100	1936	30
144-145	C&NW	144-145	900	GM-EMD	SW900	B-B	57,000	228,000	1960	66
146-147	C&NW	58-59	660	Baldwin	VO 660	B-B	57,550	230,200	1945	14, 15
150	CMO	150	1600	FM	H16-66	C-C	71,750	287,000	1951	93
151-156	CMO	151-156	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	95
157-159	CMO	157-159	1500	GM-EMD	GP7	B-B	61,000	244,000	1952	95
160-161	CMO	160-161	1500	GM-EMD	GP7	B-B	61,000	244,000	1952	95
162-164	CMO	162-164	1600	Alco-GE	RS-3	B-B	63,850	255,400	1952	90, 94
165-166	CMO	165-166	1600	Alco-GE	RS-3	B-B	61,250	245,000	1953	
167	CMO	167	1600	Alco-GE	RS-3	B-B	64,125	256,500	1953	
168-172	CMO	168-172	1600	FM	H16-66	C-C	71,500	286,000	1953	55, 89
201 (1st)	C&NW	201 (1st)	?	Whitcomb	30-DM-27	C	60,000	120,000	1941	31
201 (2nd)	C&NW	101 (2nd)	1000	GM-EMD	NW2	B-B	62,125	248,500	1940	23
203 (1st)	M&SL	203	1000	Alco-GE	RS-1	B-B	60,625	242,500	1944	32, 33
206 (1st)	M&SL	206	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	32, 53
207-208(1st)	M&SL	207-208	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	32, 54, 87
210 (1st)	M&SL	210	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	32, 55
211 (1st)	M&SL	211	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	32, 55
212 (1st)	M&SL	212	1000	Alco-GE	RS-1	B-B	60,625	242,500	1946	32, 54
214,215,218 (1st)	M&SL	214,215,218	1000	Alco-GE	RS-1	B-B	60,625	242,500	1946	32, 33, 54, 92
221-222 (1st)	M&SL	221-222	1000	Alco-GE	RS-1	B-B	60,625	242,500	1948	32, 55
223,225-227 (1st)	M&SL	223,225-227	1000	Alco-GE	RS-1	B-B	60,625	242,500	1949-1950	32, 33, 54, 55
228-230 (1st)	M&SL	228-230	1000	Alco-GE	RS-1	B-B	60,625	242,500	1950	32, 54, 55, 89
231 (1st)	M&SL	231	1000	Alco-GE	RS-1	B-B	60,625	242,500	1950	32, 54, 55, 89
232 (1st)	M&SL	232	1000	Alco-GE	RS-1	B-B	60,625	242,500	1950	32, 89
233 (1st)	M&SL	233	1000	Alco-GE	RS-1	B-B	60,625	242,500	1951	32, 33
201 (3rd)	C&NW	101C, 104A	1500	GM-EMD	F3A	B-B	60,625	242,500	1951	32, 55
202							58,225	232,900	1947	
203 (2nd); 204-205; 206-207 (2nd); 208-209; 210-211 (2nd)	C&NW	107C,108A,C, 109C,110A,C, 111A,112A,C	1500	GM-EMD	F3A	B-B	58,225	232,900	1948	
212 (2nd); 213; 214-215 (2nd); 216	C&NW	113A,C, 114A, 115A,C	1500	GM-EMD	F5A	B-B	58,100	232,400	1949	
217;218 (2nd)	C&NW	116A,C	1500	GM-EMD	FP7A	B-B	59,200	256,800	1950	
219	C&NW	4069C	1500	GM-EMD	F7A	B-B	61,675	246,700	1949	34
220	C&NW	4091A	1500	GM-EMD	F7A	B-B	58,150	232,600	1950	
221-223 (2nd); 224	C&NW	4051A-4054A	1350	GM-EMD	FTA	B-B	65,100	260,400	1945	35
225-226 (2nd)	C&NW	4101A,C (2nd)	1500	GM-EMD	F5A	B-B	61,650	246,600	1948-9	
227-229 (2nd)	C&NW	4102A,C (2nd); 4103A (2nd)	1500	GM-EMD	F7A	B-B	61,650	246,600	1949	
230 (2nd)	MKT	73C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
231(2nd)	MKT	78A	1500	GM-EMD	FP7A	B-B	59,750	239,000	1952	37
232 (2nd)	MKT	68C	1500	GM-EMD	F3A	B-B	59,000	236,000	1947	37
233 (2nd)	MKT	65A	1500	GM-EMD	F3A	B-B	59,000	236,000	1947	37
234-236	FEC	503-505	1500	GM-EMD	F5A	B-B	57,500	230,000	1949	96
237	MKT	75A	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
238-239	FEC	507-508	1500	GM-EMD	F5A	B-B	57,500	230,000	1949	96
240-244	FEC	571-575	1500	GM-EMD	FP7A	B-B	63,825	255,300	1951	96
245	MKT	72A	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
246	MKT	79A	1500	GM-EMD	FP7A	B-B	59,750	239,000	1952	37
247	MKT	77C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
248-250	MKT	67A,64C,66A	1500	GM-EMD	F3A	B-B	59,000	236,000	1947	37
251	MKT	76A	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
252	MKT	64A	1500	GM-EMD	F3A	B-B	59,000	236,000	1947	37
253	MKT	74C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
254	SP	6370	1500	GM-EMD	F7A	B-B	58,299	233,150	1951	97
255	MKT	70C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
256	MKT	69A	1500	GM-EMD	F3A	B-B	59,000	236,000	1947	37
257	MKT	76C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	37
258	MKT	79C	1500	GM-EMD	FP7A	B-B	59,750	239,000	1952	37
259	MKT	65C	1500	GM-EMD	F3A	B-B	59,000	236,000	1947	37
301 (1st)	L&M	301	1600	Alco-GE	RS-3	B-B	61,575	246,300	1952	39
300; 301 (2nd)	M&SL	300-301	1500	GM-EMD	SD7	C-C	84,140	336,550	1952	38
302 (1st)	L&M	302	1600	Alco-GE	RS-3	B-B	61,575	246,300	1953	40
303 (1st)	L&M	303	1600	Alco-GE	RS-3	B-B	61,200	244,800	1956	40
310-315(1st)	C&NW	310-315(1st)	1200	GM-EMD	SW1200	B-B	61,275	245,100	1960	41, 58
316-321 (1st)	C&NW	316-321 (1st)	1200	GM-EMD	SW1200	B-B	61,425	245,700	1962	41, 59
301 (3rd)	C&NW	101B	1500	GM-EMD	F3B	B-B	56,525	226,100	1947	
302 (2nd)	C&NW	101D	1500	GM-EMD	F5B	B-B	56,225	224,900	1949	
303 (2nd)	C&NW	102B	1500	GM-EMD	F3B	B-B	56,525	226,100	1947	
304	C&NW	102D	1500	GM-EMD	F5B	B-B	56,225	224,900	1949	
305-307	C&NW	103B,105B-106B	1500	GM-EMD	F3B	B-B	56,525	229,100	1947	

308	C&NW	107B	1500	GM-EMD	F3B	B-B	56,525	226,100	1948	
309;310 (2nd)	C&NW	107D-108D	1500	GM-EMD	F7B	B-B	57,750	231,000	1949	
311 (2nd)	C&NW	109B	1500	GM-EMD	F3B	B-B	56,525	226,100	1948	
312 (2nd)	C&NW	109D	1500	GM-EMD	F7B	B-B	57,750	231,000	1949	
313 (2nd)	C&NW	110B	1500	GM-EMD	F3B	B-B	56,525	226,100	1948	
314 (2nd)	C&NW	111D	1500	GM-EMD	F7B	B-B	57,750	231,000	1949	
315 (2nd)	C&NW	112D	1500	GM-EMD	F7B	B-B	57,750	231,000	1950	
316 (2nd)	C&NW	113B	1500	GM-EMD	F7B	B-B	57,750	231,000	1950	
317 (2nd)	C&NW	113D	1500	GM-EMD	F7B	B-B	57,750	231,000	1950	
318-319 (2nd)	C&NW	114B-115B	1500	GM-EMD	F7B	B-B	61,575	246,300	1950	
320 (2nd)	C&NW	116B	1500	GM-EMD	F7B	B-B	61,650	246,600	1950	
321(2nd)	C&NW	116D	1500	GM-EMD	F7B	B-B	61,650	246,600	1950	
322-323	C&NW	116F, G	1500	GM-EMD	F7B	B-B	61,650	246,600	1951	
324-326	FEC	551-553	1500	GM-EMD	F5B	B-B	55,825	223,300	1949	96
327-328	B&LE	717B,720B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	98
329	MKT	64B	1500	GM-EMD	F3B	B-B	57,250	229,000	1947	37
330	B&LE	714B	1500	GM-EMD	F7B	B-B	61,750	247,000	1951	98
331	B&LE	718B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	98
401 (1st)	C&NW	401(1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	1941	42
402-403 (1st)	C&NW	402-403(1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	1941	42
404 (1st)	C&NW	404 (1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	1943	42
405 (1st)	C&NW	405(1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	1943	42
408-410(1st)	C&NW	408-410 (1st)	380	Whitcomb	44-ton	B-B	22,450	89,800	1945	42
400;401-405 (2nd)	M&SL	400-405	1500	GM-EMD	F3A	B-B	58,170	232,680	1948	43
406-407 (1st); 408-410 (2nd); 411 (1st)	M&SL	406-411	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	43
412-413 (1st)	M&SL	412-413	1500	GM-EMD	F7A	B-B	58,000	232,000	1950	43
401-404(3rd)	C&NW	401-404 (3rd)	2500	Alco Pr.	DL-425	B-B	64,625	258,500	1966	51
405 (3rd)	C&NW	904 (1st)	1800	Alco Pr.	RS-11	B-B	61,800	247,200	1962	
406 (2nd)	C&NW	905 (1st)	1600	Alco-GE	RS-3	B-B	61,790	247,160	1952	39
406 (3rd); 407 (2nd)	C&NW	4086A,4072A	1500	GM-EMD	F7A	B-B	61,825	247,300	1949	
408-409(3rd)	C&NW	4071C,4068A	1500	GM-EMD	F7A	B-B	62,250	249,000	1949	
410 (3rd); 411 (2nd)	C&NW	4082A,C	1500	GM-EMD	F7A	B-B	61,825	247,300	1949	
412 (2nd)	C&NW	219	1500	GM-EMD	F7A	B-B	61,875	247,500	1949	
413 (2nd); 414	C&NW	4083A,C	1500	GM-EMD	F7A	B-B	61,825	247,300	1949	
416	C&NW	4077A	1500	GM-EMD	F7A	B-B	61,625	246,500	1949	
600-602	M&SL	600-602	1500	GM-EMD	GP9	B-B	61,900	247,600	1956	44
603-605	M&SL	603-605	1500	GM-EMD	GP9	B-B	61,525	246,100	1957	44
606-608	M&SL	606-608	1500	GM-EMD	GP9	B-B	61,675	246,700	1957	44
615	C&NW	1210 (1st)	600	GM-EMD	SW1	B-B	49,000	196,000	1942	
616	C&NW	1207 (2nd)	600	GM-EMD	SW1	B-B	49,000	196,000	1940	
617-618	C&NW	1214-1215 (1st)	600	GM-EMD	SW1	B-B	49,000	196,000	1942	
619	C&NW	1213 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1942	64
620-623	C&NW	1216,1218-1220 (1st)	660	Alco-GE	S1	B-B	49,500	198,000	1948	8
700-713	M&SL	700-713	1750	GM-EMD	GP9	B-B	61,600	246,400	1958	48
801	C&NW	801	800	GM-EMD	SW8	B-B	57,750	231,000	1952	
802-809	CGW	201-208	2250	GM-EMD	GP30	B-B	64,625	258,500	1963	
810-823	C&NW	810-823	2250	GM-EMD	GP30	B-B	64,825	259,300	1963	43
824-825	C&NW	824-825	2500	GM-EMD	GP35	B-B	64,825	259,300	1964	47
826-843	C&NW	826-843	2500	GM-EMD	GP35	B-B	64,875	259,500	1964	47, 50
844-863	C&NW	844-863	2500	GM-EMD	GP35	B-B	65,025	260,100	1965	48, 50
864-865	C&NW	864-865	2500	GM-EMD	GP35	B-B	65,075	260,300	1965	48
866	C&NW	866	2500	GM-EMD	GP35	B-B	65,425	261,700	1965	48
867-886	C&NW	867-886	3000	GM-EMD	SD40	C-C	96,075	384,300	1966	49
887-892	C&NW	887-892	3000	GM-EMD	SD40	C-C	96,400	385,600	1966	49
893	C&NW	893	3000	GM-EMD	SD40	C-C	96,650	386,600	1966	50
894-896	C&NW	894-896	3000	GM-EMC	SD40	C-C	96,425	385,700	1967	50
901 (1st)	C&NW	901(1st)	900	GM-EMD	NW1	B-B	63,500	254,000	1939	1
900; 901 (2nd); 902-903 (1st)	C&NW	900;901 (2nd); 902-903 (1st)	2400	Alco Pr.	RS-27	B-B	64,200	256,800	1962	51
902-903 (1st)			1800				61,800	247,200	1962	52
904 (1st)	C&NW	904 (1st)	1600	Alco-GE	RS-11	B-B	61,575	246,300	1952	39
905 (1st) 901(3rd); 902-905 (2nd); 906-920	C&NW	301(1st) 901(3rd); 902-905 (2nd); 906-920	3600	GM-EMD	RS-3 SD45	B-B C-C	96,475	385,900	1967	53
921-929	CGW	401-409	3600	GM-EMD	SD40	C-C	96,550	366,200	1966	
930-936	C&NW	930-936	3000	GE	U30C	C-C	96,425	385,700	1968	54
937-977	C&NW	937-977	3600	GM-EMD	SD45	C-C	96,525	386,100	1969	55
1000	C&NW	1000	300	AGEIR	—	B-B	32,500	130,000	1926	56
1001	C&NW	1001	300	AGEIR	—	B-B	32,500	130,000	1926	56
1002	C&NW	1002	300	AGEIR	—	B-B	32,500	130,000	1927	56
1003	C&NW	1003	1000	Alco-GE	S2	B-B	57,500	230,000	1942	88
1004-1005	C&NW	1004-1005	1000	Alco-GE	S2	B-B	57,500	230,000	1942	53, 1
1006-1009	C&NW	1006-1009	1000	Alco-GE	S2	B-B	57,500	230,000	1944	55, 88, 92, 94
1010 (1st); 1011	C&NW	1010 (1st); 1011	1000	Alco-GE	S2	B-B	57,500	230,000	1944	53
1010 (2nd)	CGW	8	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
1012-1013; 1014 (1st)	C&NW	1012-1013; 1014 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1944	55, 57, 88
1014 (2nd)	CGW	9	1000	Alco-GE	S2	B-B	57,500	230,000	1947	92
1015 (1st)	C&NW	1015 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1947	53
1015 (2nd)	CGW	10	1000	Alco-GE	S2	B-B	57,500	230,000	1947	57
1016	C&NW	30	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	
1018-1020; 1021(1st); 1022	C&NW	1018-1020 1021(1st); 1022	1000	BW	DS4-4-1000	B-B	57,500	230,000	1949	58
1021 (2nd)	C&NW	201 (2nd)	1000	GM-EMD	NW2	B-B	62,125	248,500	1940	
1024	C&NW	1024	1000	Baldwin	VO 1000	B-B	60,650	242,600	1944	18
1025-1028	C&NW	1025-1028	1000	Alco-GE	S2	B-B	57,500	230,000	1944	55, 88, 92
1029-1030	C&NW	1029-1030	1000	Alco-GE	S2	B-B	57,500	230,000	1944	55
1031-1035	C&NW	1031-1035	1000	Alco-GE	S2	B-B	57,500	230,000	1944	53, 54, 55, 88, 93
1036	C&NW	1036	1000	FM	ALT 100,6A	B-B	60,000	240,000	1944	55
1037-1038	C&NW	1037-1038	1000	Baldwin	VO 1000	B-B	60,950	243,800	1945	18
1039-1040	C&NW	1039-1040	1000	Baldwin	VO 1000	B-B	60,500	242,000	1945	18
1041-1042	C&NW	1041-1042	1000	Baldwin	VO 1000	B-B	60,400	241,600	1945	18
1043	C&NW	1043	1000	Baldwin	VO 1000	B-B	61,500	246,000	1945	18
1044-1047	C&NW	1044-1047	1000	Baldwin	VO 1000	B-B	61,175	244,700	1945	18
1048-1051	C&NW	1048-1051	1000	FM	ALT 100,6A	B-B	60,000	240,000	1946	
1052-1053	C&NW	1052-1053	1000	FM	ALT 100,6A	B-B	60,000	240,000	1947	
1054-1055	C&NW	1054-1055	1000	FM	ALT 100,6A	B-B	60,000	240,000	1948	
1056-1057; 1058 (1st); 1059-1061; 1062 (1st)	C&NW	1056-1057; 1058(1st); 1059-1061; 1062 (1st)	1000	FM	ALT 100,6A	B-B	62,000	248,000	1949	55
1058 (2nd)	C&NW	94	1000	FM	ALT 100,6A	B-B	60,000	240,000	1947	
1062-1063 (2nd)	C&NW	95-96	1000	FM	ALT 100,6A	B-B	60,000	240,000	1948	
1063 (1st);	C&NW	1063 (1st);	1000	FM	ALT 100,6A	B-B	61,200	245,000	1950	55

Receiver of intermittent inductive train control on this C&NW loco is on rear truck.
Photograph by Sy Reich

1064-1065		1064-1065								
1066-1067 (1st)	C&NW	1066-1067 (1st)	1000	Alco-GE	RS-1	B-B	61,000	240,000	1953	55, 89
1066(2nd)	C&NW	97	1000	FM	ALT 100,6A	B-B	60,000	240,000	1948	
1067 (2nd)	C&NW	98	1000	FM	ALT 100,6A	B-B	60,000	2400,00	1948	
1068	C&NW	1068	1000	Alco-GE	RS-1	B-B	61,800	247,300	1953	
1069	C&NW	1069	1000	Alco-GE	RS-1	B-B	61,000	240,000	1953	89
1070	C&NW	1070	1000	FM	ALT 100,6A	B-B	61,200	245,000	1950	
1071-1072	C&NW	1071-1072	1200	FM	H12-44	B-B	61,750	247,000	1950	
1073-1075 (1st);1076	C&NW	1073-1075 (1st); 1076	1200	BLHW	S-12	B-B	57,375	229,500	1951	59, 60
1073 (2nd)	C&NW	32	1000	BW	DS 4-4-1000	B-B	57,725	230,900	1949	
1074-1075 (2nd)	C&NW	38-39	1000	BW	DS 4-4-1000	B-B	57,735	230,900	1949	
1077-1079	C&NW	1077-1079	1000	Alco	S4	B-B	53,125	232,500	1955	93
1080	C&NW	1080	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944	93
1081 (1st)	C&NW	1081(1st)	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944	53
1081 (2nd)	C&NW	203 (1st)	1000	Alco-GE	RS-1	B-B	60,625	242,500	1944	
1082 (1st)	C&NW	1082 (1st)	1000	FM	ALT 100,6A	B-B	60,000	240,000	1948	55
1082 (2nd)	C&NW	218(1st)	1000	Alco-GE	RS-1	B-B	60,625	242,500	1946	
1083-1087 (1st);1088	C&NW	083-1087 (1st);1088	1000	Alco-GE	S2	B-B	57,500	230,000	1950	54, 55, 92, 93
1083 (2nd)	C&NW	226(1st)	1000	Alco-GE	RS-1	B-B	60,625	242,500	1950	
1084 (2nd)	C&NW	1012	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
1085 (2nd)	C&NW	1015 (2nd)	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
1086 (2nd)	C&NW	227 (1st)	1000	Alco-GE	RS-1	B-B	60,625	242,500	1950	
1087 (2nd)	C&NW	232(1st)	1000	Alco-GE	RS-1	B-B	60,625	242,500	1951	
1089-1092	C&NW	1089-1092	1000	Alco-GE	S2	B-B	57,500	230,000	1950	55, 93
1093-1099	C&NW	1093-1099	1000	Alco-GE	S4	B-B	58,075	232,300	1951	61, 93, 94
1101-1105	C&NW	1101-1105	1200	GM-EMD	SW9	B-B	61,825	247,300	1952	62
1106-1109	C&NW	1106-1109	1200	BLHW	S-12	B-B	58,225	232,900	1952	59, 60
1110-1113	C&NW	1110-1113	1200	FM	H12-44	B-B	61,850	247,400	1952	
1114-1116	C&NW	1114-1116	1200	FM	H12-44	B-B	61,625	246,500	1953	92, 93
1117-1121	C&NW	1117-1121	1200	BLHW	S-12	B-B	58,600	234,400	1953	59, 60, 92
1122-1125	C&NW	1122-1125	1200	GM-EMD	SW9	B-B	61,750	247,000	1953	62
1126-1128	C&NW	1126-1128	1200	BLHW	S-12	B-B	58,600	234,400	1954	60, 59
1200	C&NW	1200	600	AGEIR	——	B-B	54,000	216,000	1930	56
1201 (1st)	C&NW	1201 (1st)	600	GM-EMC	SW	B-B	51,500	206,000	1939	1
1202 (1st)	C&NW	1202 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1940	63
1203 (1st)	C&NW	1203 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1941	53
1204 (1st)	C&NW	1204 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1941	49
1205 (1st)	C&NW	1205 (1st)	650	Whitcomb	80-ton	B-B	40,000	160,000	1942	86
1206 (1st)	C&NW	1206 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1941	87
1207-1212 (1st)	C&NW	1207-1212 (1st)	600	GM-EMD	SW1	B-B	49,000	196,000	1942	1, 64, 89, 92, 93
1207 (2nd)	C&NW	55 (1st)	600	GM-EMD	SW1	B-B	49,000	196,000	1940	12
1209 (2nd)	CGW	6	600	GM-EMC	SC	B-B	50,000	200,000	1936	55
1213 (1st)	C&NW	1213 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1942	64
1214-1215 (1st)	C&NW	1214-1215 (1st)	600	GM-EMD	SW1	B-B	49,000	196,000	1942	64
1216-1220 (1st)	CGW	11-15	660	Alco-GE	S1	B-B	49,500	198,000	1948	8
1223;1224 (1st)	C&NW	1223;1224 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1944	49
1224 (2nd)	C&NW	56 (1st)	660	Alco-GE	S1	B-B	49,750	199,000	1944	13
1225-1226	C&NW	1225-1226	660	Alco-GE	S1	B-B	49,750	199,000	1944	88, 93
1227	C&NW	1227	660	Alco-GE	S1	B-B	49,750	199,000	1944	49
1228	C&NW	1228	660	Alco-GE	S1	B-B	49,750	199,000	1944	53
1229	C&NW	1229	660	Alco-GE	S1		49,750	199,000	1944	87
1232-1235	C&NW	1232-1235	660	Alco-GE	S1	B-B	49,750	199,000	1944	49, 53, 88, 94
1236	C&NW	1236	660	Alco-GE	S1	B-B	49,750	199,000	1945	65
1237-1239	C&NW	1237-1239	660	Baldwin	VO 660	B-B	57,625	230,500	1945	14
1240-1245	C&NW	1240-1245	660	Baldwin	VO 660	B-B	57,650	230,600	1945	14
1246	C&NW	1246	660	Baldwin	VO 660	B-B	57,675	230,700	1945	14
1247-1248	C&NW	1247-1248	660	Alco-GE	S1	B-B	49,750	199,000	1946	53, 55
1249-1250	C&NW	1249-1250	660	Alco-GE	S1	B-B	49,750	199,000	1946	53
1251-1252	C&NW	1251-1252	660	Alco-GE	S1	B-B	49,750	199,000	1946	53, 93
1253	C&NW	1253	660	Alco-GE	S1	B-B	49,750	199,000	1948	49
1254-1258	C&NW	1254-1258	660	Alco-GE	S1	B-B	49,750	199,000	1948	53, 55
1259-1261	C&NW	1259-1261	660	BW	DS 4-4-660	B-B	59,250	237,000	1949	14, 66
1262-1263	C&NW	1262-1263	660	Alco-GE	S3	B-B	48,775	195,100	1951	55, 93
1264-1267	C&NW	1264-1267	660	Alco-GE	S3	B-B	48,775	195,100	1951	53, 55

1268-1270	C&NW	1268-1270	600	GM-EMD	SW1	B-B	49,275	197,100	1953	
1271	C&NW	1271	600	GM-EMD	SW1	B-B	49,750	199,000	1953	
1272-1273	C&NW	1272-1273	600	GM-EMD	SW1	B-B	49,250	197,000	1953	
1274-1279	C&NW	1274-1279	600	GM-EMD	SW1	B-B	49,375	197,500	1953	
1280-1281	C&NW	1280-1281	600	GM-EMD	SW600	B-B	49,750	199,000	1954	
1201-1205 (2nd)	C&NW	1101-1105	1200	GM-EMD	SW9	B-B	61,825	247,300	1952	
1206 (2nd), 1207 (3rd), 1208 (2nd), 1209 (3rd)	C&NW	1122-1125	1200	GM-EMD	SW9	B-B	61,750	247,000	1953	
1210-1215 (2nd)	C&NW	310-315 (1st)	1200	GM-EMD	SW1200	B-B	61,275	245,100	1960	
1216-1220 (2nd),1221	C&NW	316-321(1st)	1200	GM-EMD	SW1200	B-B	61,425	245,700	1962	
1500-1502	C&NW	1500-1502	1500	BW	DRS 6-6-1500	C-C	71,925	287,700	1948	67
1503	C&NW	1503	1500	Alco-GE	RS-2	B-B	62,500	249,600	1948	
1504	C&NW	1504	1500	BW	DRS 6-4-1500	A1A-A1A	49,175	220,000	1948	67
1505-1509	C&NW	1505-1509	1500	BW	DRS 6-6-1500	C-C	74,000	296,000	1949	67
1510	C&NW	1510	1600	FM	H16-66	C-C	71,750	287,000	1951	55
1511	C&NW	1511	1600	FM	H16-66	C-C	71,750	287,000	1951	92
1512-1514	C&NW	1512-1514	1600	FM	H16-66	C-C	71,750	287,000	1951	55, 93
1515-1517	C&NW	1515-1517	1600	Alco-GE	RSD-4	C-C	71,975	287,900	1951	
1518-1519	C&NW	1518-1519	1500	GM-EMD	GP7	B-B	63,750	255,000	1949	68
1520	C&NW	1520	1500	GM-EMD	GP7	B-B	63,050	252,200	1950	68
1521-1524	C&NW	1521-1524	1500	GM-EMD	GP7	B-B	63,000	252,000	1951	
1525-1550	C&NW	1525-1550	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	
1551	C&NW	1551	1600	Alco-GE	RS-3	B-B	61,300	245,200	1951	
1552;1553-1554 (1st)	C&NW	1552;1553-1554 (1st)	1600	Alco-GE	RS-3	B-B	61,300	245,200	1951	52, 99
1553 (2nd)	C&NW	302 (1st)	1600	Alco-GE	RS-3	B-B	61,575	246,300	1953	
1554 (2nd)	C&NW	303 (1st)	1600	Alco-GE	RS-3	B-B	61,200	244,800	1956	
1555	C&NW	1555	1600	Alco-GE	RS-3	B-B	64,875	259,500	1951	
1556	C&NW	1556	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	
1557-1559	C&NW	1557-1559	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
1560-1561	C&NW	1560-1561	1600	BLHW	AS616	C-C	70,375	281,500	1952	69
1562-1564	C&NW	1562-1564	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	70
1565-1574	C&NW	1565-1574	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
1575-1599, 1601-1603	C&NW	1575-1599, 1601-1603	1500	GM-EMD	GP7	B-B	61,000	244,000	1952	70
1604	C&NW	1604	1600	BLHW	AS616	C-C	72,375	289,500	1952	88
1605-1612	C&NW	1605-1612	1600	FM	H16-66	C-C	71,750	287,000	1952	55, 92, 94
1613-1618	C&NW	1613-1618	1600	Alco-GE	RS-3	B-B	64,375	257,500	1952	71, 90, 93
1619-1620	C&NW	1619-1620	1600	Alco-GE	RSD-4	C-C	71,000	284,000	1952	
1621-1624	C&NW	1621-1624	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	71, 90, 94
1625-1635	C&NW	1625-1635	1500	GM-EMD	GP7	B-B	60,750	243,000	1953	48, 70
1636-1640	C&NW	1636-1640	1500	GM-EMD	GP7	B-B	64,375	257,500	1953	
1641-1649	C&NW	1641-1649	1500	GM-EMD	GP7	B-B	60,750	243,000	1953	93
1650-1658	C&NW	1650-1658	1500	GM-EMD	GP7	B-B	64,875	259,500	1953	48
1659	C&NW	1659	1500	GM-EMD	GP7	B-B	64,125	256,500	1953	
1660	C&NW	1660	1500	GM-EMD	SD7	C-C	77,250	309,000	1953	85
1661-1664	C&NW	1661-1664	1500	GM-EMD	SD7	C-C	74,375	297,500	1953	
1665-1667	C&NW	1665-1667	1600	Alco-GE	RSD-5	C-C	71,750	287,000	1953	
1668	C&NW	1668	1600	FM	H16-66	C-C	71,500	286,000	1953	
1669-1673	C&NW	1669-1673	1600	FM	H16-66	C-C	71,500	286,000	1953	55, 89, 92
1674-1683	C&NW	1674-1683	1600	FM	H16-66	C-C	80,100	320,000	1954	
1684-1690	C&NW	1684-1690	1600	Alco-GE	RSD-5	C-C	74,500	298,000	1954	90
1691-1695	C&NW	1691-1695	1600	FM	H16-66	C-C	81,188	324,750	1955	
1696-1698	C&NW	1696-1698	1600	FM	H16-66	C-C	73,750	295,000	1955	
1699	C&NW	1699	1600	FM	H16-66	C-C	73,750	295,000	1955	
1700	C&NW	1700	1600	FM	H16-66	C-C	80,325	321,300	1955	
1701-1702	C&NW	1701-1702	1750	GM-EMD	SD9	C-C	74,500	298,000	1954	85
1703-1707	C&NW	1703-1707	1750	GM-EMD	SD9	C-C	82,250	329,000	1954	85
1708-1710	C&NW	1708-1710	1750	GM-EMD	SD9	C-C	82,250	329,000	1954	85
1711-1715	C&NW	1711-1715	1750	GM-EMD	GP9	B-B	64,875	259,500	1954	92
1716-1718	C&NW	1716-1718	1750	GM-EMD	GP9	B-B	64,950	259,800	1955	47

MU-equipped SD-9's, like No. 1722, are used in the Chicago commuter zone area.
Photograph by Sy Reich

1719-1720	C&NW	1719-1720	1750	GM-EMD	GP9	B-B	64,050	256,200	1955	
1721-1724	C&NW	1721-1724	1750	GM-EMD	SD9	C-C	82,425	329,700	1955	85
1725-1756	C&NW	1725-1756	1750	GM-EMD	GP9	B-B	63,050	252,200	1957-8	47, 72
1757-1769	C&NW	1757-1769	1750	GM-EMD	GP9	B-B	63,375	253,500	1959	72
1770-1772	C&NW	1770-1772	1750	GM-EMD	GP9	B-B	63,825	255,300	1959	72
1773	C&NW	1773	1750	GM-EMD	GP9	B-B	64,450	253,800	1959	72
1774-1779	C&NW	1774-1779	1800	GM-EMD	GP18	B-B	63,775	255,100	1960	72
1901-1903	C&NW	1901-1903	1600	FM	H16-66	C-C	74,650	298,600	1956	
1904-1906	C&NW	1904-1906	1600	FM	H16-66	C-C	74,650	298,600	1956	
2000-2001 (1st)	C&NW	2000-2001 (1st)	2000	GM-EMD	TR2	(B-B)x(B-B)	124,000	496,600	1949	2
2000-2001 (2nd)	C&NW	2000-2001 (1st) cows	1000	GM-EMD	TR2A	B-B	62,075	248,300	1949	
4051A-4054A	C&NW	5401A,D-5402A,D	1350	GM-EMD	FTA	B-B	65,100	260,400	1945	73
4051C-4054C, 4055A,C	C&NW	4051C-4054C, 4055A,C	1500	GM-EMD	F3A	B-B	58,500	234,000	1947	72
4056A,C	C&NW	4056A,C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	72
4057A,C-4063A,C	C&NW	4057A,C-4063A,C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	72
4064A,C	C&NW	4064A,C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	72
4065A,C-4066A,C	C&NW	4065A,C-4066A,C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	72
4067A,C-4071A,C	C&NW	4067A,C-4071A,C	1500	GM-EMD	F7A	B-B	61,675	246,700	1949	45, 48, 72, 74
4072A,C-4087A,C	C&NW	4072A,C-4087A,C	1500	GM-EMD	F7A	B-B	62,000	248,000	1949	45, 48, 49, 53, 72, 74, 91
4088A,C-4100A,C; 4101A,C-4102A,C (1st)	C&NW	4088A,C-4100A,C; 4101A,C-4102A,C (1st)	1500	GM-EMD	F7A	B-B	61,625	246,500	1950	48, 49, 72, 74, 75
4103A (1st), 4104A	C&NW	4103A (1st), 4104A	1600	Alco-GE	FA-2	B-B	61,650	644,600	1950	51
4101A,C (2nd)	CGW	150,152	1500	GM-EMD	F3A	B-B	61,650	246,600	1948-9	36
4102A,C,	CGW	153,155,156	1500	GM-EMD	F7A	B-B	61,650	246,600	1949	36
4103A (2nd) 4051B-4054B	C&NW	5401B,C-5402B,C	1350	GM-EMD	FTB	B-B	61,000	244,000	1945	49, 73
4055B	C&NW	4055B	1500	GM-EMD	F3B	B-B	58,500	234,000	1947	72
4056B-4063B, 4065B-4066B	C&NW	4056B-4063B, 4065B-4066B	1500	GM-EMD	F3B	B-B	58,500	231,000	1947	72
4067B-4071B	C&NW	4067B-4071B	1500	GM-EMD	F7B	B-B	59,250	237,000	1949	47
4072B-4084B	C&NW	4072B-4084B	1500	GM-EMD	F7B	B-B	59,500	236,000	1949	47
4091B-4094B	C&NW	4091B-4094B	1500	GM-EMD	F7B	B-B	57,750	231,000	1952	49
4103B-4104B	C&NW	4103B-4104B	1600	Alco-GE	FB-2	B-B	60,700	242,800	1951	51
5000A	C&NW	5000A	1000	BW	DR 6-2-1000	A1A-3	30,250	320,000	1948	86
5001A,B 5002A,B	C&NW	5001A,B-5002A,B	2000	GM-EMC	E3A	A1A-A1A	51,950	308,400	1939	86
5003	UP-C&NW	984J	1800	GM-EMC	E2A	A1A-A1A	44,400	317,580	1937	76
5004A	UP-SP-C&NW	985J	2000	GM-EMD	E6A	A1A-A1A	53,175	315,700	1941	77
5004B	UP-C&NW	988J	2000	GM-EMD	E7A	A1A-A1A	54,500	323,700	1946	78
5005A,B-5006A,B	C&NW	5005A,B-5006A,B	2000	GM-EMD	E6A	A1A-A1A	52,500	311,300	1941	86
5007A	C&NW	5007A	2000	Alco-GE	PA-1	A1A-A1A	56,250	337,000	1941	86
5007B	C&NW	5007B	2000	GM-EMD	E7A	A1A-A1A	?	?	1945	79
5008A,B-5009A,B	C&NW	5008A,B-5009A,B	2000	GM-EMD	E7A	A1A-A1A	52,500	311,300	1946	87
5010A,B-5011A,B	C&NW	5010A,B-5011A,B	2000	GM-EMD	E7A	A1A-A1A	53,750	319,800	1947	49, 80, 88
5012A,B-5016A,B, 5017A	C&NW	5012A,B-5016A,B, 5017A	2000	GM-EMD	E7A	A1A-A1A	54,700	326,500	1947	49, 55, 81, 88, 92 93
5017B, 5018A,B-5019A,B, 5020A	C&NW	5017B, 5018A,B-5019A,B, 5020A	2000	GM-EMD	E7A	A1A-A1A	55,000	327,000	1949	55, 82, 87, 89, 92, 93
5021A,B-5022A,B	C&NW	5021A,B-5022A,B	2250	GM-EMD	E8A	A1A-A1A	56,875	337,500	1950	83
5023A,B-5024A,B	C&NW	5023A,B-5024A,B	2250	GM-EMD	E8A	A1A-A1A	57,400	341,000	1951	83
5025A,B	C&NW	5025A,B	2250	GM-EMD	E8A	A1A-A1A	57,400	341,000	1952	83
5026A,B-5030A,B, 5031A	C&NW	5026A,B-5030A,B, 5031A	2250	GM-EMD	E8A	A1A-A1A	57,375	340,000	1953	100
5031B	KCS	23	2000	GM-EMD	E3A	A1A-A1A	56,000	335,900	1940	84
5032A	KCS	25	2000	GM-EMD	E6A	A1A-A1A	55,040	332,900	1942	84
5032B, 5033A	KCS	27,29	2250	GM-EMD	E8A	A1A-A1A	54,500	377,200	1952	84
5401A,D-5402A,D	C&NW	5401A,D-5402A,D	1350	GM-EMD	FTA	B-B	65,100	260,400	1945	73
5401B,C-5402B,C	C&NW	5401B,C-5402B,C	1350	GM-EMD	FTB	B-B	61,000	244,000	1945	73
6001A,B-6002A,B	CMO	6001A,B-6002A,B	2000	FM-GE	ALT 100.3A	A1A-A1A	54,850	322,200	1947	86
6500A,C-6502A,C	CMO	6500A,C-6502A,C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	72
6503A,C-6505A,C	CMO	6503A,C-6505A,C	1500	GM-EMD	F7A	B-B	58,150	232,600	1950	72
6601-6602	C&NW	1701-1702	1750	GM-EMD	SD9	C-C	74,500	298,000	1954	85
6603-6607	C&NW	1703-1707	1750	GM-EMD	SD9	C-C	82,250	329,000	1954	85
6608-6610	C&NW	1708-1710	1750	GM-EMD	SD9	C-C	82,250	329,000	1954	85
6611-6614	C&NW	1721-1724	1750	GM-EMD	SD9	C-C	82,425	329,700	1955	85
6615	C&NW	1660	1500	GM-EMD	SD7	C-C	?	?	1953	85
6620-6621	C&NW	300;301 (2nd)	1500	GM-EMD	SD7	C-C	84,140	336,550	1952	38

C&NW Roster Notes

Roster was compiled with the special help of J.L. Larson, C&NW's asst. supt.-transportation. Also C&NW's chief mechanical engineer; Tenneco Chemicals' mechanical supt.; GB&W's supervisor, loco. dept.; Precision National's locomotive div.; Chrome Crankshaft; Cape Breton Development Corp's transportation, traffic & shipping mgr.; CRI&P's chief mechanical officer; and Indusmin's maintenance coordinator. The roster is accurate as of Jan. 10, 1972, with rebuilt locomotive data updated to March 17, 1972.

Abbreviations used: C&NW, Chicago & North Western; BN, Burlington Northern; NP, Northern Pacific; B&LE, Bessemer & Lake Erie; CMO, Chicago, Milwaukee, St. Paul & Omaha; CGW, Chicago Great Western; M&SL, Minneapolis & St. Louis; L&M, Litchfield & Madison; MKT, Missouri-Kansas-Texas; FEC, Florida East Coast; SP, Southern

Pacific; UP, Union Pacific; KCS, Kansas City Southern.

Alco-GE, American Locomotive Co.-General Electric Co. GM-EMD, General Motors-Electric Motive Div.; BW, Baldwin-Westinghouse; GM-EMC, General Motors-Electro Motive Corp.; Alco, American Locomotive Co.; FM, Fairbanks-Morse; Alco Pr., Alco Products; GE, General Electric; AGEIR, American Locomotive Co.-General Electric Co.-Ingersol Rand Co. BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM-GE, Fairbanks-Morse-General Electric Co. Tractive effort and weight are stated in pounds.

The following units are presently on the roster: BU-1 through BU-9; BU-30 through BU-41; 16-29; 42 (2nd); 52-54; 55-57; (2nd); 58A, B-66A, B; 68, 70, 86-89; 99; 100 (2nd); 120-121; 126-129; 143-147; 151-161; 163; 165-167; 170-171; 201 (3rd); 202; 203 (2nd); 204-205; 206-207 (2nd); 208-209; 210-212 (2nd); 213; 214-215 (2nd); 216; 217; 218 (2nd); 219-220; 221-223 (2nd); 224; 225-233 (2nd); 234-259; 301 (3rd); 302-303 (2nd); 304-309; 310-321 (2nd); 322-331; 401-405 (3rd); 406 (3rd); 407 (2nd); 408-410 (3rd); 441-413 (2nd); 414; 416; 600-608; 615-18; 620-622; 700-702; 704-713; 801-833; 835-841; 843-857; 860-895; 901 (3rd); 902-905 (2nd); 906-977; 1010 (2nd).

Also 1011; 1016; 1021 (2nd); 1024; 1037-1057; 1058 (2nd); 1059-1061; 1062-1063 (2nd); 1064-1065; 1066-1067 (2nd); 1068; 1070-1072; 1073-1075 (2nd); 1076; 1081 (2nd); 1082-1087 (2nd); 1091-1092; 1096; 1098-1099; 1106; 1108-1113; 1116; 1118-1120; 1126-1127; 1201-1206 (2nd); 1207 (3rd); 1208 (2nd); 1209 (3rd); 1210-1220 (2nd); 1221; 1223; 1237-1246; 1249; 1254; 1259; 1261; 1264; 1266; 1268-1281; 1500-1509; 1513; 1515-1552; 1553-1554 (2nd).

Also 1555-1599; 1601-1603; 1605; 1607-1608; 1613; 1616-1621; 1624-1628; 1630-1646; 1648-1653; 1655-1659; 1661-1668; 1670; 1674-1686; 1688-1700; 1711; 1713-1716; 1718-1720; 1725-1727; 1729-1779; 1901-1906; 2000-2001 (2nd); 4067A; 4075A,C; 4076-4071A; 4072C; 4073A,C; 4074A; 4075A,C;-4076-A,C; 4078C; 4079A,C; 4080C; 4084A,C;-4085A,C; 4086C; 4087A,C; 4088A; 4093A; 4100A,C; 5019B; 5021A,B-5026A,B; 5027A; 5028A,B-5031A,B; 5032A, 5033A; 6601-6615; 6620-6621.

(1) 1201 (1st) was rebuilt to BU-1 (1956); 901 (1st) rebuilt to BU-2 (1957); 1207 (1st) rebuilt to BU-3 (1958); 1209 (1st) rebuilt to BU-8 (1962); 1005 rebuilt to BU-9 (1964).

(2) 2000-2001 (1st) cows were renumbered 2000-2001 (2nd) (1961-2). 2000-2001 (1st) calfs were rebuilt to BU-4 and BU-5 (1961-2).

(3) 91 (2nd) was originally M&SL D738, then M&SL 91, then C&NW 91 (2nd), then rebuilt to BU-6 (1963).

(4) 60 was originally M&SL D438, then M&SL 60, then C&NW 60, then rebuilt to BU-7 (1963).

(5) 51 was rebuilt to BU-10 (1970), then renumbered BU-40 (1970).

(6) BU-30 through BU-39 are booster units for GP35's. BU-40 and BU-41 are booster units for DL-425's.

(7) 10 was sold to Newport Industries (Newport Div. of Tenneco Chemicals), renumbered A-4833 (1960).

(8) 11-15 were renumbered 1216-1220 (1st) (1970). 1216, 1218-1220 (1st) renumbered 620-623 (1971). 1217 (1st) retired (1970), 623 retired (1971).

(9) 30 renumbered 1016 (1971). 31 retired (1969).

(10) 32, 38-39 renumbered 1073-1075 (2nd) (1971). 1075 (2nd) retired (1972).

(11) 42 (1st) scrapped (1963). 44 scrapped (1962).

(12) 55 (1st) renumbered 1207 (2nd) (1968), then 616 (1971).

(13) 56 (1st) renumbered 1224 (2nd) (1968), retired (1970).

(14) 58-59, 68, 99, 1237-1246, 1259, 1261 rebuilt by GM-EMD to 900 hp (1956-1960).

(15) 58-59 renumbered 146-147 (1968).

(16) 61 was originally M&SL D836, then M&SL 61, then C&NW 61, then sold to Lipsett Steel (1961).

(17) 86 was originally L&M 100, then C&NW 100B, then rebuilt by GM-EMD, renumbered 86 (1959).

(18) 87-89, 1024, 1037-1047 rebuilt by GM-EMD to 1000 hp (1957-60).

(19) 92 (2nd) was originally M&SL D539, then M&SL 92, then C&NW 92 (2nd), then sold to Lipsett Steel (1961).

(20) 102 was originally M&SL D741, then M&SL 102, then C&NW 102, then C&NW 92 (3rd) (1968), then retired (1969).

(21) 94-98 renumbered 1058, 1062, 1063, 1066, 1067 (2nd) (1971).

(22) 100 (2nd) was originally M&SL D139, then M&SL 100, then C&NW 100 (2nd).

(23) 101 (2nd) was originally M&SL D740, then M&SL 101, then C&NW 101 (2nd), then C&NW 201 (2nd) (1962), then C&NW 1021 (2nd) (1971).

(24) 101 (1st) renumbered 91 (3rd) (1968); retired (1971).

(25) 103 was originally M&SL D145, then M&SL 103, then C&NW 103, then sold to Missouri Valley Steel (1963).

(26) 101C, 104A, 107C, 108A, 108C, 109C, 110A,C, 111A, 112A,C-113A,C, 114A, 115A,C-116A,C, renumbered 201-218 (1971).

(27) 101B,D, 102B,D, 103B, 105B, 106B, 107B,D, 108D, 109B.D, 110B, 111D-112D, 113B,D, 114B-115B, 116B,D,F,G, renumbered 301-323 (1971).

(28) 108, 114D rebuilt to BU-30 and BU-31 (1971).

(29) 120 rebuilt by GM-EMD to GP9 with 1500 hp (1956).

(30) CGW 5 rebuilt to an SW900 by GM-EMD (1957).

(31) 201 (1st), a diesel-mechanical unit, was returned to Whitcomb (1942).

(32) 203, 206-208, 210-212, 214-215, 218, 221-223, 225-233 (1st) were originally M&SL D1044, 745, 845, 945, 246, 346, 446, 646, 746, 1046, 1048, 1148, 849, 1049, 1149, 1249, 950, 1050, 1150, 1250, 751, 851, then M&SL 203, 206-208, 210-212, 214-215, 218, 221-223, 225-233, then C&NW 203, 206-208, 210-212, 214-215, 218, 221-223, 225-233 (1st).

(33) 203, 218, 226-227, 232 (1st) renumbered 1081-1083, 1086-1087 (2nd) (1971).

(34) 4069C renumbered 219 (1971), then rebuilt by C&NW to passenger unit 412 (1971).

(35) 4051A-4054A rebuilt to FP9A with 1500 hp (1955), then renumbered 221-223 (2nd), 224 (1971).

(36) 4101A,C, 4102A,C, 4103A (2nd) renumbered 225-229 (2nd) (1971).

(37) 230-233 (2nd), 237, 245-252, 255-259, 329 were originally MKT 210C, 121A, 206C, 202A, 226A, 209A, 122A, 229C, 205A, 201C, 203A, 226A, 201A, 211C, 228C, 207A, 226C, 122C, 202C, 201B; then MKT 73C, 78A, 68C, 65A, 75A, 72A, 79A, 77C, 67A, 64C, 66A, 76A, 64A, 74C, 70C, 69A, 76C, 79C, 65C, 64B, then Precision National 73C, 78A, 68C, 65A, 75A, 72A, 79A, 77C, 67A, 64C, 66A, 76A, 64A, 74C, 70C, 69A, 76C, 79C, 65C, 64B; then C&NW 230-233 (2nd), 237, 245-253, 255-259, 329 (1971).

(38) 300; 301 (2nd) were originally M&SL 852, 952; then M&SL 300-301; then C&NW 300, 301 (2nd); then rebuilt by C&NW to C&NW 6620-6621 (1971).

(39) 301 (1st) renumbered 905 (1st) (1962), then 406 (2nd) (1966), then retired (1968).

(40) 302-303 (1st) renumbered 1553-1554 (2nd) (1971).

(41) 310-321 (1st) renumbered 1210-1220 (2nd), 1221 (1971).

(42) 401, 403, 405, 408-410 (1st) retired (1959-60). 403 (1st) sold to Connor Steel Co., renumbered 403. 410 (1st) sold to Erman-Howell, renumbered 2 (1961). 402 (1st) and 404 (1st) renumbered 42, 44 (1962).

(43) 400; 401-405 (2nd); 406-407 (1st); 408-410 (2nd); 411-413 (1st) were originally M&SL 248A,C, 348A,C, 448A,C, 150A,C, 250A,C, 350A,C, 151A,C; then M&SL 400-413; then C&NW 400, 401-405 (2nd), 406-407 (1st), 408-410 (2nd), 411-413 (1st); then traded to GM-EMD for 810-823 (1963).

(44) 600-608 were originally M&SL 445A,B,C, 545A,B,C, 147A,B,C, models FTA, FTB, FTA, FTA, FTB, FTA, F2A, F2B, F2A respectively. They were renumbered M&SL 502, 551, 503, 504, 552, 505, 500, 550, 501; then rebuilt to GP9, renumbered M&SL 600-608, then C&NW 600-608.

(45) 4086A, 4072A, 4071C, 4068A, 4082A,C, 219, 4083A,C, 4077A rebuilt by C&NW renumbered 406 (3rd), 407 (2nd), 408-410 (3rd), 411-413 (2nd), 414, 416 (1971).

(46) 4084C, 4073C,A, 4087A,C, 4075A, 4079C, 4076A, 4074A, 4100A rebuilt by C&NW, renumbered 415, 417-425 (1972).

(47) 1717, 1728, 4067B-4084B traded to GM-EMD for 824-843 (1964).

(48) 1629, 1654, 4068C, 4074C, 4088C, 4089A,C, 4090A,C, 4092C, 4094A,C, 4095A-4096A, 4097A,C-4098A,C, 4101A,C-4102A,C (1st) and 703 traded to GM-EMD for 844-866 (1965).

(49) 1204 (1st), 1224 (1st), 1235, 1253, 4051B-4054B, 4077C, 4081C, 4091C, 4092A, 4091B-4094B, 4095C-4096C, 4099A,C, 1227, 5010A, and 5014A traded to GM-EMD for 867-889 (1966).

(50) 842, 834, 858, 859 traded to GM-EMD for 893-896 (1966-'67). 896 retired (1970).

(51) 4103A (1st), 4103B-4104B, 4104A were originally Alco-GE demonstrators 1603A,B,C,D; then C&NW 4103A (1st), 4103B-4104B, 4104A, (1951); then traded to Alco for 900, 901 (2nd), 902, 903 (1st) (1962); then traded to Alco Pr. for 401-404 (3rd) (1966). Ex-C&NW 902 (1st) and 903 (1st) were sold to Green Bay & Western, renumbered 316-317 (1968). Ex-C&NW 900, 901 (2nd) were sold to Precision Engineering, renumbered 900-901.

(52) 1553 (1st) traded to Alco Pr. for 904 (1st) (1962). 904 (1st) renumbered 405 (3rd) (1966).

(53) 57 (1st); 91-92, 206 (1st), 1004, 1010, 1015, (1st), 1033, 1081, 1203 (1st), 1228, 1233, 1247, 1250-1251, 1255, 1256, 1258, 1265, and 4081A traded to GM-EMD for 901 (3rd), 902-905 (2nd), 906-920 (1967).

(54) 207, 212, 214, 223, 228, (1st) and 1035, 1083 (1st) were traded to GE for 930-936 (1968).

(55) 33, 36, 40-41, 90, 168-169, 210-211, 221-222, 225, 229, 233 (1st), and 1008, 1013, 1027, 1029-1031, 1036, 1058, 1062-1063, 1066, 1082, 1086 (1st), and 1090, 1209 (2nd), 1248, 1257, 1263, 1267, 1510, 1512, 1610-1611, 1671, 5012A, 5017A, and 5018B were traded to GM-EMD for 937-977 (1969).

(56) 1000-1002, 1200 sold for scrap (1955-1957).

(57) 1012, 1015 (2nd) renumbered 1084-1085 (2nd) (1971).

(58) 100 (1st), 1018-1020, 1021 (1st), 1022 traded to GM-EMD for 310-315 (1st).

(59) 1073-1075 (1st), 1107, 1117, 1128 traded to GM-EMD for 316-321 (1st) (1962).

(60) 1076, 1106, 1108, 1109, 1118-1121, 1126-1127 rebuilt by C&NW with GM-EMD 1000-hp engines (1961-1966).

(61) 1098, built as an S4, now equipped with Blunt trucks.

(62) 1101-1105, 1122-1125 renumbered 1201-1206 (2nd), 1207 (3rd), 1208 (2nd), 1209 (3rd) (1971).

(63) 1202 sold to Sydney & Louisberg Ry., renumbered 61 (1961); then inherited by Devco Ry., renumbered 61.

(64) 1210, 1213-1215 (1st) renumbered 615, 619, 617-618 (1971). 619 retired (1972).

(65) 1236 sold to Bucyrus-Erie, renumbered 8163 (1968).

(66) 71, 1260 traded to GM-EMD for 144-145 (1960).

(67) 1500-1502, 1504-1509 rebuilt by GM-EMD to 1500 hp (1958-1960).

(68) 1518 was originally GM-EMD's first GP7 demonstrator 922, then GM-EMD 100, then C&NW 1518. 1519-1520 were originally GM-EMD 200, 300; then C&NW 1519-1520.

(69) 1560-1561 rebuilt by GM-EMD to 1600 hp (1962).

(70) 1562, 1581, 1630 rebuilt by GM-EMD (1962, 1960, 1960).

(71) 1613, 1624 rebuilt by Alco Pr. to 1800-hp RS-11's (1960).

(72) 4056A,C-4066A,C, 4056B-4063B, 4065B-4066B traded to GM-EMD for 1725-1756 (1957). 4055A,B,C, 4051C-4054C, 4067C, 4069A, 4080A, 6500A,C-6502A,C traded to GM-EMD for 1757-1772 (1959). 4093C traded to GM-EMD for 1773 (1959). 6503A,C-6505A,C traded to GM-EMD for 1774-1779 (1960).

(73) 5401A,B,C,D-5402A,B,C,D renumbered 4051-A,B-4054A,B (1947). 4051A-4054A rebuilt by GM-EMD to FP9A with 1500 hp (1955); then renumbered 221-223 (2nd), 224 (1971). 4051B-4054B rebuilt by GM-EMD to F9B with 1500 hp (1955).

(74) The following freight units were regeared and converted to passenger service equipped with Cummins auxiliary diesel engines for train heating, lighting, and air-conditioning: 4067A, 4068A,C, 4069C, 4070A,C-4073A,C, 4074A, 4075A,C-4079A,C; 4080C, 4081A,C-4087A,C, 4088A, 4093A, 4100A (1958-1961), and 4100C (1967).

(75) 4091A renumbered 220 (1971).

(76) 5003 was originally UP-C&NW LA-1, then UP-C&NW 921A (8/46), then UP-C&NW 984J (1948), C&NW 5003 (1949), retired (1952).

(77) 5004A was originally UP-SP-C&NW SF-4, then UP-SP-C&NW 904A (8/46), then UP-SP-C&NW (1948), C&NW 5004B (1949), retired (1959).

(78) 5004B was originally UP-C&NW LA-7, then UP-C&NW 927A (8/46), then UP-C&NW 988J (1948), then C&NW 5004B (1949), then retired (1959).

(79) 5007B wrecked and sold to UP (1951), rebuilt by GM-EMD to an E8A, renumbered UP 925 (1952), then sold to CRI&P, renumbered 657.

(80) 5011B sold to List & Clark Construction Co. and scrapped; engine used in hydraulic dredge "Rocky Ford." 5011B retired in 1961.

(81) 5014B sold to Missouri Valley Boat Yard, scrapped (1962).

(82) 5019B rebuilt by GM-EMD to E8A with 2250 hp (1953), then converted with Cummins engine for train heating, lighting, and air-conditioning (1961).

(83) All E8A and E9A units are equipped with Cummins auxiliary diesel engines for electric train heating, lighting, and air-conditioning (1958-1964).

(84) KCS 23 rebuilt by GM-EMD to an E8A with 2250 hp (1952). KCS 25 rebuilt by GM-EMD to an E9A (1959). 5032B retired (1971).

(85) 1701-1710, 1721-1724, 1660 rebuilt by C&NW, renumbered 6601-6615 (1971).

(86) 1205 (1st), 5000A, 5001A,B-5002A,B, 5005A,B-5006A,B, 5007A, 6001A,B-6002A,B retired (1957-'59).

(87) 208 (1st) sold to S&L for spare parts (1961). 5008A,B-5009A,B, 5017B retired (1961). 1206 (1st), 1229 retired (1962).

(88) 1025, 1226, 1234, 1604, 5010B, 5011A, 5016B, 1006, 1014 (1st), 1026, 1032, 5010B retired (1963-1964).

(89) 69 retired (1967). 172, 230-231 (1st), 1067 (1st), 1069, 1211 (1st), 1672, 5018A retired (1969).

(90) 50, 103D, 105D-106D, 112B, 115D, 116E, 162, 406 (3rd), 1615, 1622; 1687 sold to Precision Engineering (1969) and scrapped.

(91) 104B, 114C,D, 4078A sold to Chrome Crankshaft (1969), then to Detroit, Toledo & Ironton; then to GM-EMD.

(92) 34-35, 37, 93, 215 (1st), 106A, 1009, 1014 (2nd), 1028, 1087 (1st), 1114, 1121, 1208 (1st), 1511, 1612, 1673, 1712, 5015B, 5016A, 5019A retired (1970).

(93) 91 (3rd), 150, 1034, 1077-1080, 1084 (1st), 1085 (1st),1088-1089, 1094-1095, 1115, 1212 (1st), 1225, 1252, 1262, 1514, 1614, 1647, 1669, 5012B, 5013A,B, 5015A, 5020A retired (1971).

(94) 164, 1007, 1093, 1097, 1232, 1606, 1609, 1623, retired (1972).

(95) 126-129, 151-161 are not listed by GM-EMD as belonging to CMO.

(96) 234-236, 238-244, 324-326 were originally FEC 503-505, 507, 508, 571-575, 551-553; then Precision National 503-505, 507-508, 571-575, 551-553; then C&NW 234-236, 238-244, 324-326.

(97) 254 was originally SP 6370, then Precision National 6370, then C&NW 254 (1971).

(98) 327-328, 330-331 were originally B&LE 717B, 720B, 714B, 718B, then Precision National 331 (1971). (99) 1554 (1st) converted to BU-41.

(99) 1554 (1st) converted to BU-41.

(100) 5027B no longer on the roster.

Reading Consolidation (2-8-0) Camelback No. 1523 in long-ago scene at Reading, Pa., in 1930. She was ready for run.
Robert R. Gottschall, 1026 North 6th St., Reading, Pa. 19601

THE EDITOR'S WAYBILL

by Freeman Hubbard

WE HAVE a great many photos, some excellent, around our office that we can neither publish nor return. The fans who sent them in failed to mark their names, addresses, or anything else on the back. In some cases, no doubt, explanatory letters accompanied these photos; but if so, the letters got separated from the pictures in our busy, overcrowded and understaffed office. We receive at least 150 pieces of mail a day and usually there is no way for us to trace unmarked photos.

This problem is often mentioned in our magazine, but unmarked pictures keep coming in. Now and then a reader complains because we didn't print a credit line with his photo, when it was really his own fault because he had failed to write his name on the back. Question: what shall we do with photos we can't identify?

Some contributors put only about three words on the back, blithely expecting us to fill in all the details ourselves, and they get mad if the data we dig up or guess at is inaccurate. The ideal caption states the pertinent facts. It also points out anything unusual about the photo and tells where and when it was made, besides giving the photographer's full name and address.

Other picture-takers must be oculists or optometrists. They try to drum up business by writing their information so faintly in lead pencil or so scrawlingly in ink that we can't read it without eye-strain. We can forgive anyone for poor handwriting, provided he takes special care to write his own name and other essential facts legibly. If he *must* indulge in sloppy penmanship, let it be with the minor words and phrases.

For certain readers, our tips are a waste of space. Nothing on earth can stop *some* railfans from submitting unmarked photos or inadequate or hard-to-read captions. But this criticism applies to only a small minority.

Signs of the times. Two youths riding a piggyback flat car on a Santa Fe train southbound from Kansas City the other day were mysteriously shot in the head, possibly by trackside snipers or hunters, but had to keep traveling for two more hours before the train stopped at Arkansas City, Kan., and they were hospitalized. The boys, Chris Duerr, 18, and Ralph Johnson, 17, were bound for San Antonio, Texas. An unrelated gun case in the East led to the arrest of two other youths, Pedro Valentin-Soto, 19, and Jose Rodruguez, 20, at Valley Stream N.Y., on a charge of having used .38 calibre revolvers to rob a Long Island train crew of a total of $217. *Maybe* some day Congress will sharply curtail the manufacture and sale of guns—about 100 years from now.

Retirement is a shock to railroad men who have not planned for the future. One such case is George P. Nolte, 432 E. Euclid Ave., Springfield, Ohio. When George was 15 his father died and he quit school to begin a four-year apprenticeship in a Big Four roundhouse, helping to maintain and repair steam locomotives.

"It was somewhat dirty and greasy," he recalls, "but very interesting."

After that he worked as a journeyman railroad machinest for about five years, then became a station baggageman in Springfield's Big Four passenger depot, which has since been torn down to make room for a highway overpass, and he held other jobs as baggage and ticket agents. Then—suddenly, it seemed—he retired May 12th from the rail career he had loved for more than 48 years, and he just doesn't know what to do with his time.

Looking back, he muses: "I can't see myself as ever having been anything but a railroad man, and I never did plan far ahead."

This story comes from Lewis F. Baker, 1469 Selma Rd., Springfield, a retired New York Central electrician who used to work with George Nolte in a roundhouse. Most people don't want advice. So we won't suggest that you begin planning right now for the inevitable day when you will start collecting a pension and Social Security. If you are a man like George, you'd rather not face the future anyway. But maybe even George would be happier today if he had diversified long ago—that is, if he had developed new interests to carry over into his retirement years.

The riddle of the Sphinx: Why do certain readers cheerfully accept free publicity in *Railroad* in the form of book reviews and other departmental items but can never afford to pay for advertising space except in *Trains* magazine?

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employees timetables), SSE (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd St., New York, N.Y. 10017.

JOHN ALLEN, Box 259, Centralia, Ill. 62801, sells bound vols. of R.R. Gazette by years, 1880-1914. (SSE)

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JEFF BRASHARES, 825 Peaceful Path, Mansfield, Ohio 44907, buy or trade for condr. uniform and cap, any r.r. or streetcar cap badges.

ROY BRILL, 7-B Mary Ella Dr., Wilmington, Dela. 19805, will sell 808-page book Centennial History of PRR: 1846-1946, perfect cond, $20, ppd.

JAMES BURKE, 460 Boston Post Rd., Sudbury, Mass. 01776 tts., passes, maps, rulebks., esp. B&M, NYC. (SSE)

CURTIS CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys orig. and dupl. 35mm slides of EL, NYS&W, D&H, LV, L&HR.

CLARENCE CARLSON, 322 Madison Ave. S., Hopkins, Minn. 55343, sells old passenger tts, Off. Guides, steam blueprints.

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GEO. CASSELL, Rte. 4, Box 528, Sykesville, Md. 21284, will buy 1937 Pennsy calendar,

PAUL CARTER, Rte. 5, Box 2, Mobile, Ala. 36608, buys sharp slides and negs., pass. trains, large Western elec. and lithograph pix; trades 8x10's; buys calendars.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades, sells Alco, Baldwin, Lima steam loco bldrs. pix, catalogs.

H. CHELF, 700 Biltmore Ave., Asheville, N.C. 28803, sells stock certifs. of Blue Ridge R.R., June, 1870.

JOHN CHAYKA, 315 Langton Dr., San Antonio, Texas 78216, sells Baldwin Loco booklets Record of Construction #41, 1903; #68, 1910.

Mrs. JUNE CLARK, 8 Herbert Dr., East Brunswick, N.J. 08816 will buy "Century of Rdg. Motive Power" and "This is The Reading"; write first.

VICTOR CONTE, 1581 E. 24th St., Brooklyn, N.Y., wants 4x5 b&w pix Chicago Transit Authority 1947-'48 Pullman Std. PCC's.

CHRIS COLLINS, 2142 Mann Ave. #4, Union City, Calif. 94587, wants Plymouth loco catalogs, pix of Plymouth locos on Hetch Hetchy R.R.; send info.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells orig. slides, PRR diesel bldrs plates, NHRR "beanpots," PRR glasses, other railroadiana. (SSE)

TOM COVAL, 21 East Robin Rd., Holland, Pa. 18966, sells clear protective covers for public tts., 4c each. Send large SSE for free sample.

DOUG CUMMINGS, 829 Ballentrae Court, Port Moody, B.C., Canada, will sell most of his collection of 15 yrs.: steam negs., books, slides, etc., many old, rare items; list free.

PHIL DAHL, 322 Laurel St., Batavia, Ill. 60510, sells, trades BN, CB&Q emp. tts., train orders, rulebooks, etc. (SSE)

HERB DANNEMAN, 14425 Woodland Place, Brookfield, Wis. 53005, buys C&NW "400" train brochures, menus, matches, etc.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells bks, tts., railroadiana of short lines, LI, Erie, EL. (large SSE)

VINCENT DE SANTIS, 196 Carbon St. Paterson, N.J. 07522, buys CNJ, LV, EL, diesel, station, pass. equip. slides.

FRANK DE GIACOMO, 81 Van Cortlandt Park Ave., Yonkers, N.Y. 10701, buys colored negs. Yonkers Third Ave. trolleys.

RAY DESCHENES, 903 Mohawk Rd. E., Suite 305, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 30c. Buys, sells CN, CP, TH&B negs.

Chaplin A.L. DOMINY, USN, Naval Construction Bn. Center, Port Hueneme, Calif. 93043, wants rr. flatware, esp. LV and SOO line teaspoons; has assorted hardware to trade.

ARIE den DULK, Wieringsestraat 208, Den Haag, 20141, Holland, wants copy of H. Cox's "PCC Cars of North America."

H. DURFY, 3055 NW 61st. St., Seattle, Wash. 98107, will sell Railroad Magazine, Jan. '38 to date; rr. books. (SSE)

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, wants b&w neg. EBT #12 in any size but 35mm; also negs. of B&O 4000's, C&O 4000.

LARRY EASTWOOD, Box 41, Huntington Valley, Pa. 19006, wants 35mm color slides, pref. orig. Reading pass. equip. in Mex., Panama, Cuba, Korea.

C. ELLIS, Elcho, Wis. 54428, will sell collection of old engine- and car-shaped metal paperweights. Photo and descrip., $1.

DON ETTER, 9565 Willis Rd., Willis, Mich. 48191, wants deck of Wabash playing cards.

T. FRAWLEY, 114 Ayers Court, Teaneck, N.J. 07666, buys, trades for steam hardware, whistles, no. and bldr. plates, bells, headlights, esp. NYC, O&W, Erie.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell '27, '38, '47 Loco Cyclopedia, 19 ICS vols. on steam loco, 7 on air brake; mint cond. (SSE)

STEVE FOSTER, 5701 Airline #5, Houston, Texas 77022, sells slides, ATSF, SP, MP, HBT, MC, SA, or trades for your area. (SSE)

AL GILCHER, 17 Lochland Rd., Valhalla, N.Y. 10595, collects, trades, sells transfers.

T.G.J. GASCOIGNE, Box 565, Oshawa, Ont., Canada, buys pre-'58 #106 CERA Bulletins, UCRS Newsletter, CtV-NRHS Trans. Bulletins, etc. Sells back issue of Railroad Magazine; list, 8c stamp.

ROY GABRIEL, Box 981, Sacramento, Calif. 95805, sells UP streamliner pattern sugar bowls.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells train orders; PRR, N&W, PC paper items. (SSE)

ERNEST GILLIAN, 49 King George Rd., Brantford, Ont., Canada, wants Shaughnessy's "Rutland" and "D&H" books.

RANDY GARNHART, 2931 Northmoor Dr., Rockford, Ill. 61109, buys color slides, steam, diesel, pass. trains and equipment. tts. from CGW and M&StL.

R. GEUENS, 1303 Quincy Dr., Wilmington, Dela. 19803, sells Amtrak and 30th St. Sta. rr. posters. (SSE)

C. GOODMAN, 5826 S. Western Ave., Chicago, Ill. 60636, buys Pullman condr. lanterns, dishes, linens, etc.

BOB GREENAWALT, 3643 North Rosemead Blvd, Rosemead, Calif. 91770, will buy pre-1928 brass year-wheel for Centennial ticket dater.

E. HENDERSON, 130 West Main, Middletown, N.Y. 10940, sells reprint of '79 Midland Guide (O&W), hard cover with map, $5.50. (SSE)

HERBERT HARWOOD, 620 Stevenson Lane, Baltimore, Md. 21204, buys, trades good negs. of stations past or present.

CHUCK HALL, Antrim, N.H. 03440, sells rr memorabilia, over 5,000 paper and hardware items, wholesale prices. Send large SSE plus 25c for list, refundable.

ERNIE HEATH, 526 Amelia St., Cornwall, Ont., Canada, buys NYC 4-6-0 800 loco pix.

GIL HULIN, 4891 Donald St. Eugene, Ore. 97405, sells slide sets of Northwest objects. SSE and sample, 25c.

HARVEY HANSEN, 4370 Stewart Ave., Los Angles, Calif. 90066, buys or trades slides of Wellsville, Addison & Galeton.

R. HALFINGER, 155 Ivy St., Branford, Conn. 06405, has Old Colony train ord. NH C.D. train sheets, tts., globes, wicks. (large SSE)

BOB HARMEN, 1510 Crestmoor Dr., Pueblo, Colo. 81001, buys, trades GE U-Boat roster; all U-Boat action negs., slides.

WALT HARRIS, 1668 Brandon Ave., Roanoke, Va. 24015, wants book "Slow Train Through Arkansas." Give price. cond.

RICH HUTCHINGS, 24055 Gill Rd., Farmington, Mich. 48024, sells, trades diesel slides; trades 616 diesel negs.; buys GTW, CN steam negs.

GARY JACOBS, 6404 Ward Rd., Sanborn, N.Y. 14132, collects railroadiana.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, other mags., bks., tts. (SSE)

E. JOHNSON, 2215 E. Bayley St., Wichita, Kan. 67211, will sell 81 copies Western Railroader from March '69. (SSE)

PETER JOHNSON, Box 2092 Loop Sta., Minneapolis, Minn. 55403, wants anything Omaha, Missabe, M&StL mine or logging rrs.; sells steam bldrs. plates. (SSE)

C. KELLER, 60 Tuscano Ave., Revere, Mass. 02151, buy or trade for Sept. '30 Railroad Magazine and Pietrak's "Buffalo & Susquehanna."

C. KOWAL, 6615 South Bell Ave., Chicago, Ill. 60636, sells CM Ry. orig. engraved bond coupons.

ROGER KOSCIK, 141 East Potter, Wooddale, Ill. 60191, sells color dup. slides of rail transit,

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
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A "Little Joe" electric loco capable of generating 5,500-hp is shown in the yard at Avery, Idaho, at the head end of the Milwaukee Road's famous westbound transcontinental freight train, XL Special, Teamed with the loco are four GP-40s.
Milwaukee Road News Bureau

museums, stations, commuters, etc.; free 26-page catalog.

RILEY KINNEY, Rte. 3, Box 18, Gainesville, Fla. 32601, trades negs. SCL, SOU, other Southeast roads, for other areas.

WM. KRUEGER, 2018 Leo St., Dayton, Ohio 45404, sells 42-page catalog various rr., trolley items, models, jewelry, postcards, insignia, 80c ppd.

R. KENNEDY, P.O. Box 186, Islington, Ont., Canada, buys stock shares in Strasburg, NH&I, C&LC, Everett, C&CV, Valley RR, A&A, others, steam or not; state price.

AL LANGLEY, Rte. 1, Box 64A, North Augusta, S.C. 29841, sells his new book on Augusta-Aiken Ry. & Electric Co., 27 pgs., 14 photos, $1.25.

WELDON LOOS, Sherburn, Minn. 56171, sells slides, rr pix, mags. (SSE)

C. MALLOCK, 1122 Robin Rd., St. Marys, Ohio 45885, sells or trades Lima loco bldrs. steam pix with specs; also tts., bks., misc. NKP items.

ALDEN MILLER, 3212-34th Ave. South, Minneapolis, Minn. 55406, wants color movies (any mm.) trains, trolleys, travel, lp albums steam locos.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w pix, negs., other railroadiana. (SSE)

ED MULLEN, Box 38, Palermo, Calif. 95968, sells 200 ft. 8mm dupl. Sacramento Northern movie. (SSE)

R. MUZZI, 32 Church St., Parry Sound, Ont., Canada, sells emp. tts. '15-'17, old train order forms, tts. from '66.

JIM MOORES, Rte. 1, Box 520, Caseyville, Ill. 62232, sells MP red lens brakeman's lantern and silver oval steak plate.

PAUL McDONALD, 1423 W. 2nd St., Waterloo, Iowa 50701. sells train drumheads, with or without glass. (SSE)

C.L. NELSON, 821 W. Idaho Ave., St. Paul, Minn. 55117, buys b&w, color pix and slides, SAL, ACL, SCL, rebilt coaches.

JOHN NELSON, 1-S, 279 Danby St., Villa Park, Ill. 60181, sells public tts. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades anything FEC or Fla., RPO cancellations, tkts.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25c. refundable.

M. NEVIN, 820 DeMott Ave., Baldwin, N.Y. 11510, sells rr.bks., tts., esp. elec.; list 20c in stamps.

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, sells color pix PRR, PC, B&O, LV, CNJ cabooses, PRR freight and work equip., eastern stations.

WARREN NORCROSS, 1547 Baltimore Ave., Folcroft, Pa. 19032, buys diesel and elec. bldrs. plates.

W.R. NEWTON, Box 235, Farmville, N.C. 27828, buys anything Norfolk Southern and N.C. shortlines.

STAN ORR, P.O. Box 97A, Stormville, N.Y. 12582, sells back issues Railroad Magazine and model rr. mags. (SSE)

C. PARSONS, Rte. A2, Box 124D, Dunnellon, Fla. 32630, sells Kodachrome 35mm dupl. slides steam, diesel, trolley; sample 35c.

OLIVER PECTAL, Box 53, Otis, Mass. 01253, sells rr. trolley, steamship, bus items. State wants; no list. (SSE)

BILL POLLARD, 2 Brookhaven, Little Rock, Ark. 72205, wants T&P, Frisco cap badge; MP agent, gateman cap badges.

F. REEDER, 315 15th St., 204, Charlottesville, Va. 22903, wants "Clinchfield Story," by W.W. Way, Jr.; also Clinchfield sw. key.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, trades U.S. rr. postcards for all types CN, CP, Mexican cab unit pix and postcards.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts, whistles, locks, keys.

LEONARD RICE, 2800 Woodley Rd. N.W., Apt. 338, Washington, D.C., will sell set of 23 old and new steam and diesel locos and train negs. (SSE)

AL RIXON, Box 5063, Philadelphia, Pa., buys bks. tts. other railroadiana.

JOHN ROONEY, 319 North Tacoma Ave., Tacoma, Wash. 98403, buys stereo slides and stereoptican steam train views, any rr.

JIM CRIMMINS, 5 Bonnie Dr., Exeter, N.H. 03833, buys old B&M pix, paper, drawings, pre-1883; state items, cond., price.

EDWIN W. MARTIN, 470 Western Ave., Lynn, Mass. 01904, sells back issues rr mags., other railroadiana. (SSE)

TOM MULLAHEY, 933 Centre St., Mahanoy City, Pa. 17948, sells rulebks. sw. keys. (SSE)

W. RUSSELL, 402 Rochelle Ave., Wilmington, Dela. 19804, buys pix of E7sa, PRR, DT&I, Monon; sells size 616 steam negs. (SSE)

MARK SEWARD, 25 Kinsley Rd., Action, Mass. 01720, sells rr. slides of his area. (SSE)

SETH STEVENTON, Kennan, Wis. 54537, sells interurban pix; 28-page list for 10c stamp.

ROGER SNAPE, Smithfield, Ont. Canada, wants history, pix CPR yards, Trenton, Ont.; also early rys. in east central Ontario.

R.L. SMITH, 712 S. 8th St., Coshocton, Ohio 43812, sells rulebks, sw. keys, locks, lanterns, other rr. hardware; list 35c.

FRANK SCHEER, 18, E. Rosement Ave., Alexandria, Va. 22301, buys, trades, sells tkt. dies.

ED SIEB, 5782 Eldridge Ave., Montreal, 268, Que., Canada, sells, trades slides; sells pix CN, CP steam; list 25c.

BOB SMITH, 246 Middlefield Dr., Akron, Ohio, trades ATSF printed scratch pads for printed letterheads, scratch pads, envelopes, other rr., pref. PRR, Erie, NKP, N&W, SOO, W&LE.

SCOTT SLUPIANEK, 1309 North-Marysville, Kan. 66508, sells dispat. sheets, train orders, all UP in 1960's.

P.L. SCHUMANN, 10204 Utica, Evergreen Park, Ill. 60642, wants, on approval, 35mm orig. color slides, b&w negs. N&W J 611 in service or on display.

DON SOMERVILLE, 4018 Brunswick Ave., Drexel Hill, Pa. 19026, NYC PRR calendars, good to mint cond., exchange for quality steam loco pix.

BOB SNOOK, 46 San Marie Dr., Rochester, N.Y., buys pass. tts. of SCL, ACL, SAL, LV, BO; wants info. on Champion, past, present.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells eastern, western tts., empl. tts., Conn. trolley tts., Off. Guides, rr bks., tourist guides, list 50c.

TOM SISCO, 3310 N. Park Rd., Spokane, Wash. 99206, buys, trades rr. match covers.

R. F. STALZER, 1 Little Leaf Court, Wilmington, Dela. 19810, will sell PRR museum auction prices of important lots, $2.50 ppd.; needs catalog to use.

DAN SANGER, Lemmon Valley Dr. 27, Reno, Nev. 89502, wants Noble's "Articulated Locos of WP."

H. F. SULLIVAN, 21 Robin Rd., West Hartford, Conn. 06119, will sell mint cond. set of 4 PRR color prints, "Portfolio of Trains," from PRR coll., all in orig. pkg.

R. B. SHULL, 130 W. 44th St., New York, N.Y. 10036, pays good price for info, history, pix, memorabilia of Oregon Short Line.

JOHN SMITH, 323 Park Ave. West, Mansfield, Ohio 44906, buys uniforms, cap badges, sells other railroadiana. (SSE)

TOM STANKO, 412 Banta Ave., Garfield, N.J. 07026, wants info, good pix DL&W, EL, NYS&W diesels, cabooses.

LESLIE STILL, 612 Bridge St., Elkton, Md. 21921, sells back issues Railroad Magazine, RMC, MR, Trains, Model Trains, Model Crafts., '37-'71; 441 issues.

RICHARD SLATTERY, 82-46 135rd St., Kew Gardens, N.Y. 11435, buys 5/1/71 Amtrak pix, tts., Colorado short lines; sells tts., other railroadiana. (SSE)

P. SHERIDAN, 838 Parleridge Dr., Media, Pa. 19063, will sell AAR's "Railway Mileage by

States," 1938, '46, '50, '56, listing Class I, II, III rds.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell boxed mint set Santa Fe playing cards, $6, ppd.

TOM SWENSON, Box 1851, Milwaukee, Wis. 53201, sells tts., pix, misc. railroadiana; list free. (SSE)

DENNIS SCHMIDT, 907 N. Court, Alma, Mich. 48801, sells 3½x5 GTW diesel pix, list (SSE)

E. C. TOWLER, 14120 S. Menlo Ave., Gardena, Calif. 90247, sell or trade Krauss Maffei, EMD E-8 loco plate for 50 good size 616 loco, train negs.; plate for 25 negs.

W. C. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 63116, trades Trains mag. from 1950 for sw. keys, pass. car negs.

J. W. TERRELL, Box 31, Telluride, Colo. 81435, sells, trades empt. tts., rulebks, other railroadiana, list free.

JOE TOTH, 2608 Woodlawn, Ennis, Texas 75119, sells Apr., May '71 Off. Guide, rr menus, $20. (SSE)

GRANVILLE THOMAS, 195 7th St., Salem, N.J. 08079, will sell Railroad Magazine, Jan. '45 through Dec. '50, unit only.

WALT THAYER, Box 75, Wenatchee, Wash. 98801, will sell 1 copy Railroad Magazine, Feb. '58, front cover torn, otherwise good cond.

L. VON BLON, 1619 West Ave., Waco, Texas 76707, wants pix, pamphlets, newspaper items, books, 78 rpm records, Pres. T. Roosevelt, esp. on rail campaign tours.

W.D. VOLKMER, 4354 Steimer Rd., Erie, Pa. 16510, sells PRR prom. book 50c ppd.; diesel, trolley pix on approval.

ARTHUR WEILAND, 15016 Schuyler Ave., Cleveland, Ohio 44111, will sell 1 copy of book, "Denver, South Park & Pacific," mint cond., $350; "DSS&P Supplement," $175.

L.A. WHYTE, 5175 Cliffridge Ave., North Vancouver, B.C., Canada, sells monthly pix lists, Canadian steam, diesel; $2 for sample and one yr. sub.

BREG WHITAKER, 135 S. Highland Ave., Winter Garden, Fla. 32787, buys size 616 and larger negs. L&N boxcar cabs on CV or EK div.

FRED WERTZ, 28 Dewalt Dr., Mechanicsburg, Pa. 17055, will buy NRHS Bull: 2 (1941), 1 ('59), 5 ('65), 7, 8, 9 (36).

RON WILSON, 2322 Marshallfield Lane, Redondo Beach, Calif. 90278, buys ATSF, SP, UP train orders, tts.

R.A. WILLIAMS, 55 Plymouth St., Centereach, N.Y. 11720, will sell orig. credit letters 1889, addressed F.A. Haskell, Gen. Agt., NYC&HR, 33rd St., NYC. (SSE)

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42 St., New York, N.Y. 10017, will sell 1 copy ea. hard-cover bks.: "Flying Scotsman," 80 pages, illus. (1970), $2.50; "Colorado Road," Wagner, 415 big pages, illus. (1970). $15; "Train Wrecks," Reed, 183 big pages, illus. (1968), $11; "South Pacific Coast," M'Gregor, 280 big pages, illus. (1968), $8; "Tramcar Treasury," mostly British, Gill, 148 big pages, illus. (1964), $3.50; Rio Grande bk. of rules, 151 small pages (1965), $1; all exc. cond., postpd.

Model Trading Post

J. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will trade Tyco Pacific, poor cond., for Tyco 4-6-0 oldtime 4-6-0 loco, any cond.

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, sells Diamond models, same as LMB or Kidder, 2-4-4 Forney std.-gage HO brass. (SSE)

E. MARTIN, 470 Western Ave., Lynn, Mass. 01904, sells postwar Lionel frt. and Marx cars, two pair hand-thrown Lionel switches. Will custom-build pass. and frt. cars O gage to order.

JOHN NERNOFF, Jr., 9 Roslyn Dr., Glen Head, N.Y. 11545, does customized model rr. and trolley lettering.

DAVID POWELL, 80 Western Ave., Brookville, Pa. 15825. LMB 4-8-0, used, painted for PFM C&O H-6 2-6-6-2, others.

TOM SWENSON, Box 1851, Milwaukee, Wis. 53201, sells Max Grey O-scale Big Boy, UP 4-8-4. (SSE)

R.L. SMITH, Box 1624, Stow, Ohio 44224, will sell ceramic bottle train modelled after CP 4-4-0 Jupiter and cars, Pix, details, 35c.

JOHN SMITH, 323 Park Ave. West, Mansfield, Ohio 44906, sells elec. trains, HO, N, O scales.

BILL TRACY, Long Close Rd., Stamford, Conn. 06902, will sell 41 various rare HO cars, in 1940s, blt. from kits. (SSE) ●

Coming Events

Aug. 5: Union Pacific 8444 on special train, Denver to Laramie, round trip, lv. Denver 7 a.m., return 6 p.m., food available in baggage car. Write Intermountain Chapt. NRHS, Box 5181, Denver, Colo. 88217.

Aug. 11, 12, 13: convention of National Assn. of Timetable Collectors, Holiday Inn, Waterbury, Conn. Contact Louis Goodwin, Lock Box 3, Northfield, Conn. 06778.

Aug. 12-14: railfan weekend. O&W scenic steam train from Summitville, N.Y. Exhibits of O&W memorabilia, pre-1915 cars. Write Edgewood Inn, Livingston Manor, N.Y. 12758.

Aug. 19-Sept. 4: Canadian Rail Odyssey: lv. N.Y. for Montreal, Lake Louise, Vancouver, old PGE, Jasper, Hudson Bay, etc. Write Leroy Beaujon, RRE, NY Div., 16 Hickory Ave., Apt. E9, Bergenfield, N.J. 07621.

Aug. 19: 90th birthday for Clinchfield No. 1; lv. Erwin, Tenn., 8:30 a.m., return 5:30 p.m. 102-mile steam sortie to Spruce Pine, N.C. Tickets from Charles K. Marsh, Jr., East Tenn. Chapt., NRHS, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Aug. 19: roundtrip over old B&M passenger run, Boston-Portland, Maine; snack bar, photo stops, optional tours in Maine Contact Mystic Valley Railroad Society, P.O. Box 32, Mattapan, Mass. 02126.

Aug. 30-Sept. 4: NRHS National Convention, New York. Variety of rail trips, banquet. Contact Herbert Frank, Jr., 655 E. 14th St., Apt. 5A, New York, N.Y. 10009.

Sept. 1-17: rail ramble in England, Scotland, Wales. Write Mrs. Wallace, Madison Travel Bureau, 28 Waverly Pl., Madison, N.J. 07940.

Sept. 7: 1972 International Rail Safaris to Europe; much steam riding. Treasure Tours Inter., Inc., 1010 St. Catherine West, Montreal 101, Canada.

Sept. 10-12: steam meet featuring 3 Ottaways, one Cagney, one scratch-built loco; open to public. Live-steamers may display other gage equipment; locos will run 11 a.m. to 6 p.m. Contact Howard C. Murphy, 1016 Cottage Court, Warren, Ohio 44483.

Sept. 15: swap meeting, incl. trolly models, tts., transfers, hardware, slides, photos, 7:30-10:30 p.m., at Calif. Federal Plaza, 5670 Wilshire Blvd. (corner Masselin) Los Angeles, sponsored by Electric Ry. Historical Assn. of Sou. Calif. Get entry blank from ERHA-SC, P.O. Box 24315, Los Angeles, Calif. 90024.

Sept. 24-28: annual meeting of American Transit Assn., Olympic Washington Towers, Seattle, Wash.

Sept. 30: 470 Railroad Club's Grand Trunk branch-line hop, Portland, Lewiston, Norway, Bethel, return. Tickets $10, $6 for kids, 6-12. Next day, Oct. 1, Club's 12th annual Tri-State Passenger excursion, Portland to Island Pond, Vt., $15, $8 for kids. Tickets and info. for both trips, Phillips H. Prince, 73 Skylark Rd., Portland, Me. 04103.

Oct. 14: fall foliage trip from Boston to New London via B&M, CV, stainless-steel Budd cars. Wright Joseph F. Lajoie, trip chairman, RRE, P.O. Box 136RS, Ward Hill, Mass. 01830. ●

Pen Pals Wanted

William A. Snyder (age ?), 515 Bischoff Rd., RFD 4, New Carlisle, Ohio 45344, wants female pen pals, ages 15-30, interested in railroads.

Norma Jean Day (25), Rte. 1, Unicoi, Tenn. 37692.

Sergia J. Dy (25), c/o Harry's Shoe Center, 467 Manilili St., Cebu City, Philippines.

Mark Cooper (age ?), 364 Richmond Rd., Susanville, Calif. 96130, wants to hear from anyone, especially females, living near SP main line.

John A. Horner (age ?), 6921 N. Roberts St., Portland, Ore. 97203, seeks info. on cousin, Eugene J. Horner, last heard from in 1942 at Loco Hills, N.M.

Jon A. Heim (30), 551½ E. Alcott St. Philadelphina, Pa. 19120, will write to women interested in railroads, especially in East.

Mrs. Mary Jenkins (age ?), Box 103, Acworth, Ga. 30101.

Ray A. Watt (70), P.O. Box 81, Arcadia, Kan. 66711.

Esther P. Labra (22), c/o Rose Pharmacy, Cebu City, Philippines.

D.R. McKelvey (age ?), 2822 19th Ave., Port Huron, Mich., in poor health, heart attack, needs cheer-up letters and cards. He collects tokens, medals, pins, etc.

Mrs. Maude Jennings (56), 730 North East 74th Ave., Portland, Ore. 97213.

Melita Tuttle (25), 288 Gonzales Compound, Gorordo Ave., Lahug, Cebu City, Philippines.

Floyd Quam (age ?), c/o Jan Andress, 401 Davis St., Fenton, Mich. 48430.

Edgar H. Rathke (75, if living), last heard from years ago at Bell Gardens, Calif., contact your brother, H.O. Rathke, 8602 Winchester Ave., Kansas City, Mo. 64138.

Rosaline Barellano (25), Vandenberg's Inn, 143rd Jakesalem St., Cebu City, Philippines.

Mlle. Francoise Eymenier (13), daughter of French railroad man., Rue Louis Irissou, 34 Montpelier, France, will correspond with daughter of British Rail man.

Russell Shaver (44), 124 Magnolia Ave., Baldwin, Fla. 32234.

Mrs. Helen M. Dick (41), 105-68 130th St., Richmond Hill, N.Y. 11419.

Delita Ares (20), Jay-O-Cee Ladies Home, Juan Luna St., Cebu City, Philippines.

Miss Kimberly O'Brien (19), Catholic Women's League, Chapline St., Wheeling, W. Va. 26006.

Mrs. Alice Salas (39) and Miss Guadalupe Sales (19) and Philip Sales (16), all 3434 E. Lafayette St., Stockton, Calif. 95205. ●

Abandonments (May list)

Penn Central—4.3 miles, Osseo Old Road branch, jct. with Waterloo branch, Hillsdale to Osseo, Mich.; Cromwell to Rock Hill, Conn.

Northern Central (Penn Central)—11.1 miles, Stanley to Canandaigua, N.Y.

Chesapeake & Ohio—24.64 miles, Port Huron to Croswell, Mich.; 1.04 miles, ex-Ft. Street Union Depot track, Detroit, Mich.

Norfolk & Western—18.39 miles, Davidson to Fostoria, Ohio.

Chicago & North Western—31.76 miles, Farnhamville to Carnarion, Iowa.

Santa Fe—18.91 miles, Crews to Palmer Lake, Colo.

D&RGW—2.17 miles, south of Kelker, Colo.

Central of Georgia—36.32 miles, Eufaula to Union Springs, Ala.

Buffalo, Rochester & Pittsburgh and Baltimore & Ohio—7.92 miles, portion Jacksonville branch, Indiana County, Pa.

Louisville & Nashville—.965 miles, intersection Fifth, Penna and Garvin Sts., Evansville, Ind.

Macon Terminal—2.22 miles, tracks and station facilities, Macon, Ga.

Columbia, Newberry & Laurens—.58 miles, Clinton, S.C., trackage rights over portion of Seaboard Coast Line, Hamlet to Atlanta.

Total abandonments authorized by ICC for May '72 (not incl. Cromwell-Rock Hill mileage, unknown to us), 160.315.

Proposed Abandonments (May list)

Penn Central—Wilmington Jct. to Wilmington. Pa.; Newton Falls to Alliance, Ohio; Philadelphia to Clayton, N.Y.; Brookville Track branch, Jefferson County, Pa.; Southbridge branch, West Dudley to Southbridge, Mass.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—Carthage to Greensburg, Ind.

Philadelphia, Baltimore & Washington (Penn Central)—Crawfordsville to Waveland, Ind.

St. Louis Southwestern—Gideon to Deering, Jct., Mo.; Truman, Ark., to Leachville, Jct., Mo.

St. Louis-San Francisco—Senath, Mo., to Leachville, Ark.; Parma to Holcomb, Mo.; Campbell to Gibson, Mo.; Winona to Chicopee, Mo.

New Hope & Ivyland—New Hope to Ivyland, Pa.

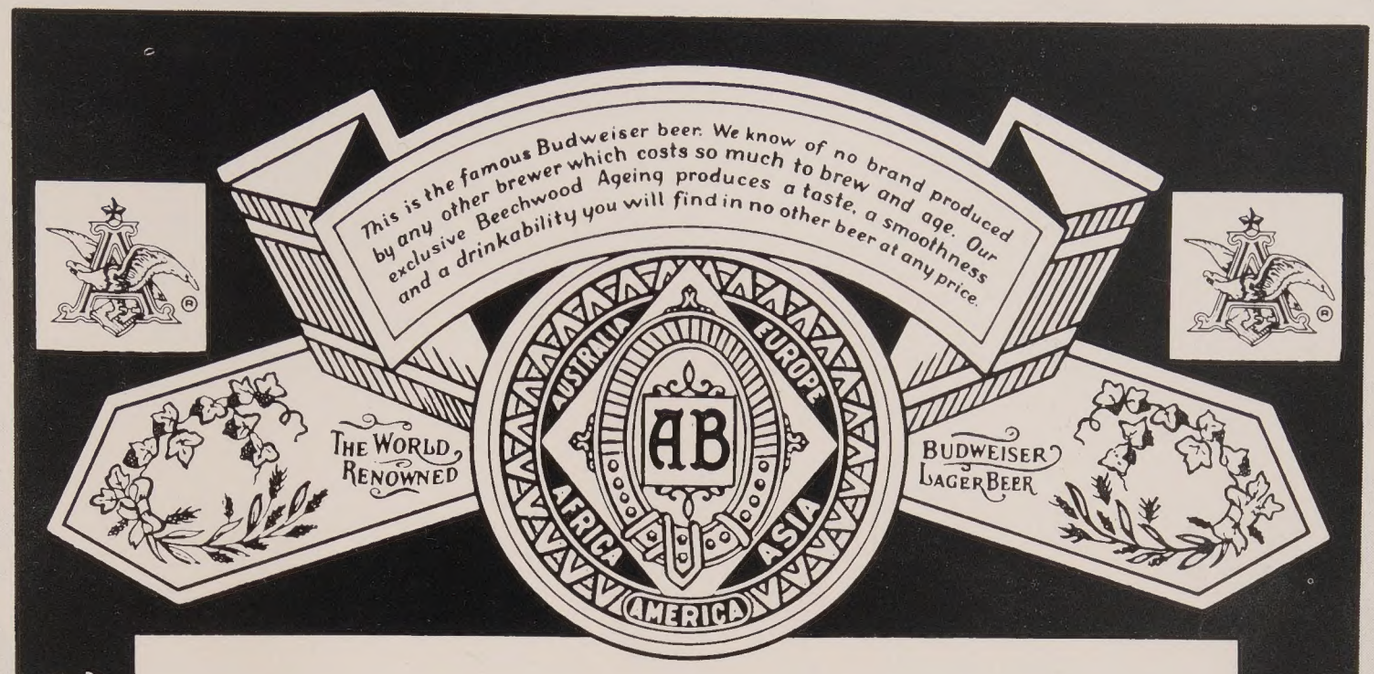
Chesapeake & Ohio—Hatch's Crossing to Northport, Mich.

Southern Pacific—Lake Charles to DeRidder, La.

Baltimore & Ohio—portion Midvale branch, Monroe to Midvale, W.Va.; Rinard to Shawneetown, Ill.; National Road to Shawnee, Ohio.

Buffalo, Rochester & Pittsburgh and Baltimore & Ohio—portion Adrian branch, Jefferson county, Pa.

Chicago & North Western—Winthrop to Klossner, Minn. ●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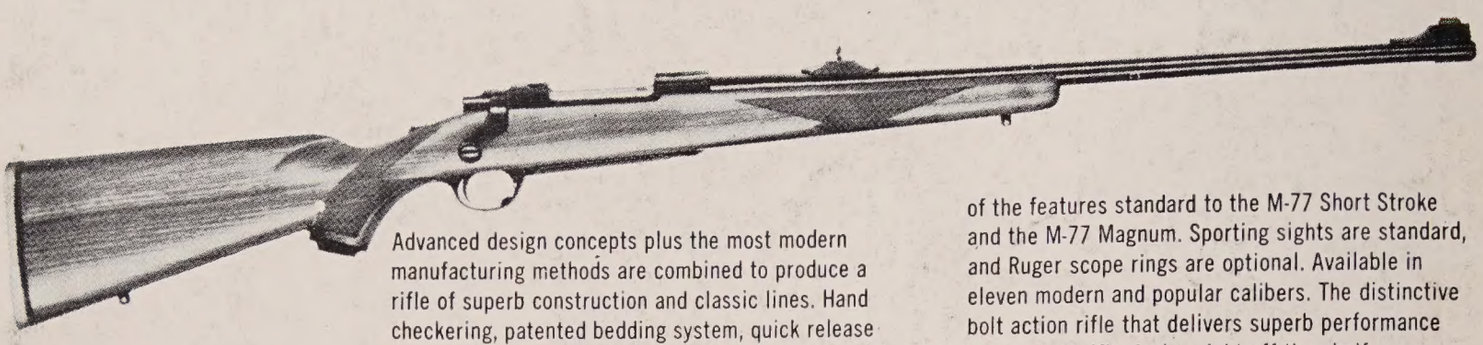
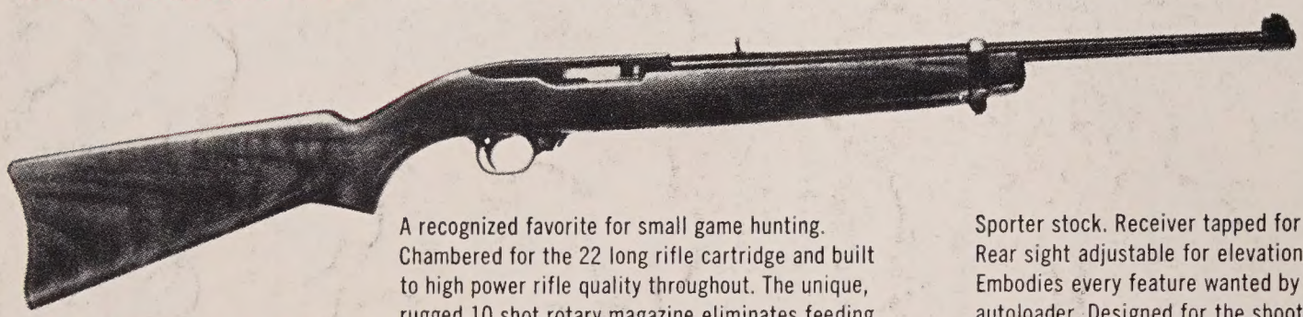


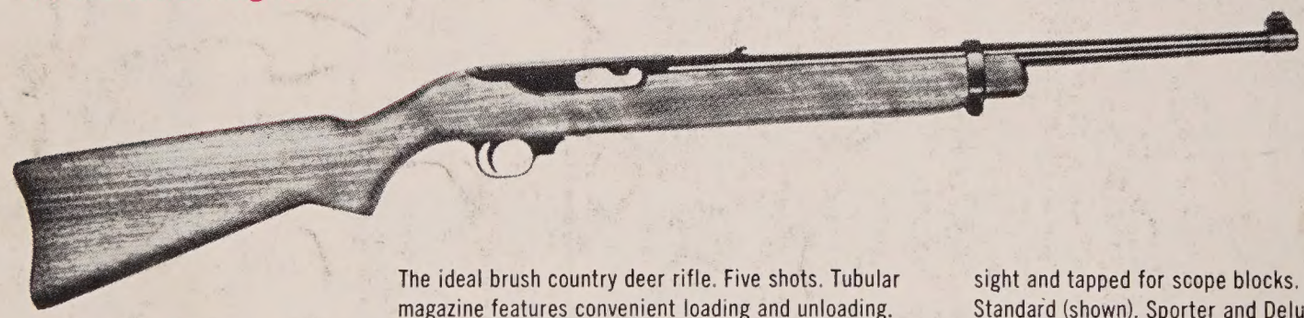
Model 77 Bolt Action Rifle

Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.

Number One Single-Shot Rifle

As a combination of beauty and strength, this falling block rifle has no equal in the world of modern sporting firearms. The Standard Model shown is one of five basic models designed for every sporting purpose. Models vary by barrel length, barrel style, forearm style, sighting equipment and chamberings for eleven proven cartridges. An expensive rifle. Worth every penny of it in terms of accuracy and elegance. A logical style for the varmint shooter and a challenge to the big game hunter. $265.* (all models)

All Ruger Carbines and Rifles have American Walnut Stocks, precision milled from solid blanks.

*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

STURM, RUGER & Company, Inc.

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